

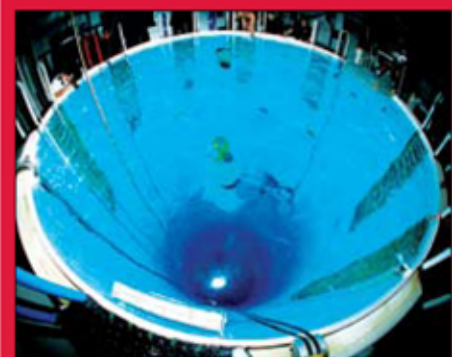


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# NEPTUNE HAS HIS TRIDENT



**Russians reach new heights in the SETT – page 10**



**Wave Ruler bags a billion – page 4**



**The finer details of Royal Oak – page 20**



**Destroyer destiny in build – pages 14-15**



**Endurance visits frosty Paradise – pages 24-25**

**T**HE Royal Navy will continue to hold the right of the line into the second half of this century as bearer of Britain's ultimate deterrent.

The Government has committed itself to replacing Britain's nuclear missile force with a future generation of submarines on constant vigilance defending the nation's interests.

From around 2022 a new breed of boats will begin patrols, continuing a constant watch which began with HMS Resolution in July 1968; at least one ballistic nuclear missile submarine is on patrol every day of the year.

Four submarines are planned to take the place of the existing quartet – Vanguard, Vigilant, Victorious and Vengeance – with the cost of the boats, missile system, design and training estimated to be between £15bn and £20bn.

The four Vanguard boats, based at Faslane, will begin decommissioning in the early 2020s. The Navy reckons it will take 17 years to design, build and introduce a replacement class of submarines into service.

Whitehall is loath to extend the existing boats' lifespans too much. The Polaris-carrying Resolution-class boats served for between 25 and 28 years, but became increasingly difficult to keep operationally-ready as they aged.

As for the missile which is their *raison d'être*, the existing variant of the Trident will last until around 2020 although the US Government intends to extend the life of the weapon until around 2042.

As a result, Prime Minister Tony Blair told Parliament, Britain had to begin making decisions now if it wanted its next-generation nuclear missile submarines on patrol by the early 2020s.

The Government sets out its case for the maintaining the nation's nuclear deterrent in a White Paper.

On the nuclear *tour d'horizon*, Britain's nuclear deterrent accounts for less than one per cent of the global nuclear arsenal.

Britain currently possesses 50 Trident missiles (several have been used up in test firings) and fewer than 200 nuclear warheads (each missile can carry multiple warheads and each submarine can carry up to 16 missiles). In the coming years, Britain will reduce its nuclear stockpile to fewer than 160 warheads.

Mr Blair said the world was more uncertain than it was during the Cold War and that it was impossible to predict the enemies Britain might face in the next 30 to 50 years, or to rule out a nuclear threat to our existence or our interests.

He stressed that Britain's nuclear arsenal was a defensive  
■ Continued on page 2



## Take flight on Vela

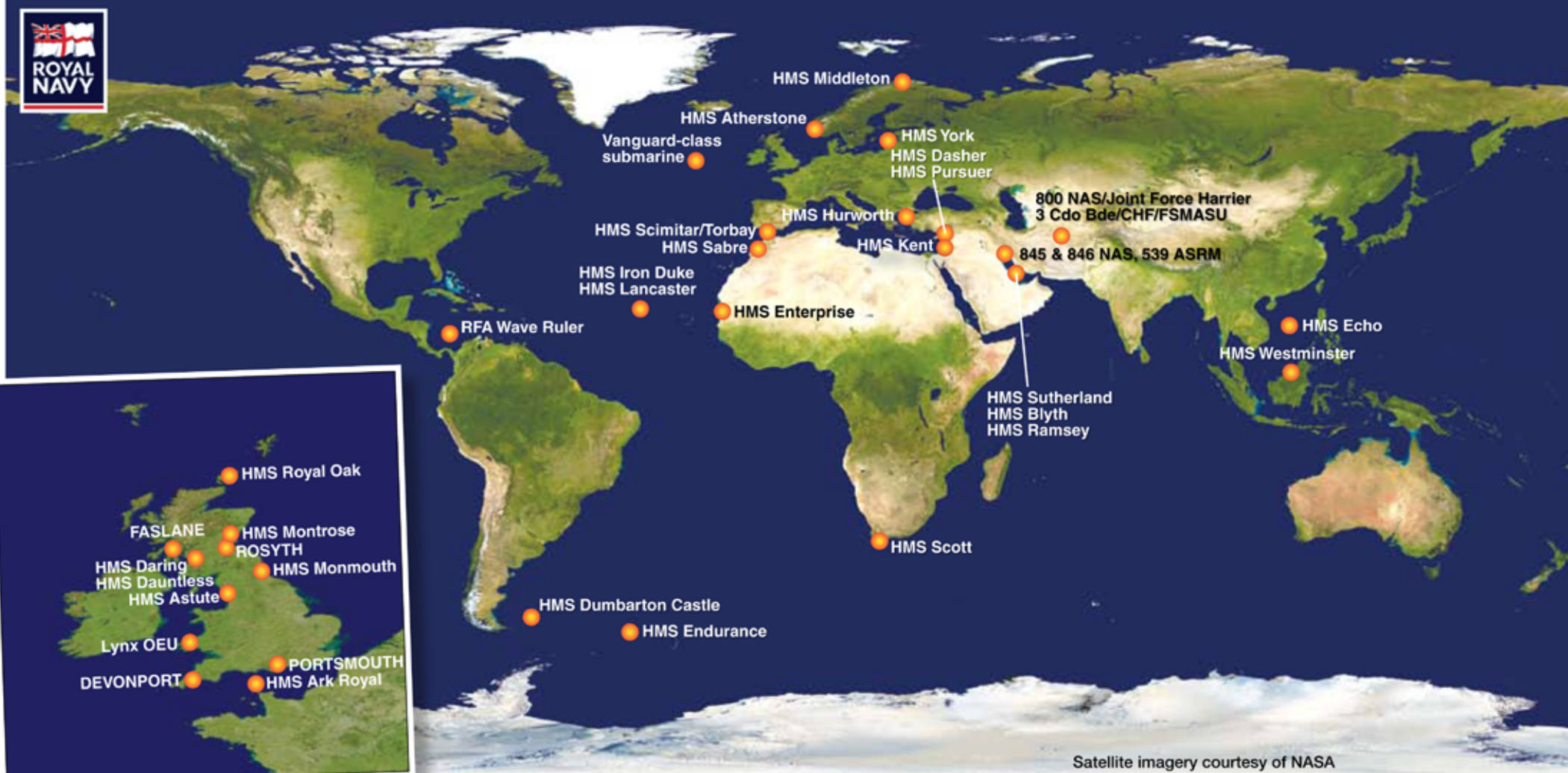
A highline transfer on to the deck of HMS Ocean from a Sea King of 845 Naval Air Squadron during the Vela deployment to West Africa. Navy News focuses on the work of the Fleet Air Arm and Royal Fleet Auxiliary where new roles presented new challenges in the African adventure – pages 26 and 27

Picture: LA(Phot) Ray Jones, HMS Ocean





# GLOBAL REACH



## Fleet Focus

WELCOME to the first month of 2007... which finds the men and women of the Royal Navy no less active than the last month of the old year.

Let us begin our panoramic sweep of RN activity with the unsung heroes of the hydrographic squadron whose ships are truly scattered to the ends of the earth.

**HMS Echo** can be found conducting surveys in the South China Sea and visiting Hong Kong. Half a world away, **HMS Enterprise** has been paying her respects to Commonwealth war dead in The Gambia (see page 4). Also in Africa is **HMS Scott**, which spent Christmas in Cape Town.

At the other end of the thermometer scale, the Red Plum **HMS Endurance** has completed her second spell of surveying the waters of Antarctica and environs (see centre pages) while her crew have played one of the most southerly football matches in the RN's history; the lure of forlorn-looking goalposts in the South Shetland Islands proved too great (see page 46).

Also shivering have been the ship's companies of destroyer **HMS York** and minehunters **Middleton** and **Atherstone**.

Having toasted themselves in the Mediterranean for much of the year, York's sailors were ordered to Riga to serve as a guardship during a NATO conference. Their efforts were rewarded with a visit from the PM (see opposite).

Much of Middleton's autumn was spent in the Baltic, also on NATO duties. However, as her deployment drew to a close, she headed for the Arctic Circle and the northern extremities of Norway (see page 13).

Atherstone also ventured into Norwegian waters (see opposite), albeit briefly, for engineering trials, almost the final act in a busy end-of-year programme for the ship.

Her sister **HMS Hurworth** is back home in Portsmouth after extensive trials of her new sonar, trials which reached their climax in the Dardanelles (see page 5).

Under the waves, the 'blue' submarine **HMS Torbay** (she's testing a new coat of 'invisible' paint) ventured to Gibraltar for exercises with **HMS Kent**.

Kent herself has just completed a six-month deployment in the Gulf protecting Iraq's oil supplies; the deployment ended with a high-profile visit to Beirut on the way home (turn to page 4).

Gulf guardian duties have been taken up by **HMS Sutherland**, which has just been joined in the region by HM Ships **Ramsey** and **Blyth** at the start of their three-year spell in Bahrain on Operation Aintree (see page 4).

Hats off to **RFA Wave Ruler** and her Fleet Air Arm detachment who scored yet another victory in the war against drug barons in the Caribbean (see page 4).

**HMS Iron Duke's** spell on drug-busting proved less fruitful, but the crew did enjoy some magical visits in the Indies before handing over to their sister ship **HMS Lancaster** (see page 8).

**800 Naval Air Squadron** and **3 Commando Brigade** continue to bear the burden of duties in Afghanistan (see opposite) although the jump jets fly back to Blighty shortly as their tour-of-duty draws to a close.

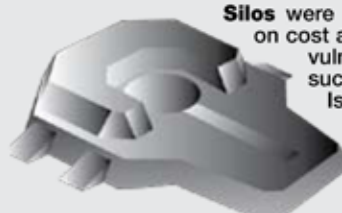
**HMS Westminster's** fascinating and varied tour of the Far East has finally come to an end, but not before the ship visited Brunei and Indonesia on the long passage home (see page 5).

Fresh from refit **HMS Ark Royal** has been in the Channel on work-up with a cross-section of air power from the trusty Chinook to cutting-edge Harrier GR9s and Army Apache gunships (turn to page 10).

And talking of cutting edge... **HMS Dauntless** joins her sister **Daring** in the water for the first time this month. We've been to Glasgow to catch up with progress on the first two Type 45 destroyers (see pages 14 and 15). Also making giant strides is **HMS Astute**, the first of the new fleet of hunter-killer submarines. See how she's progressing towards her launch in June on page 19.

And finally... perhaps the most poignant pictures this month come from the seabed of Scapa Flow, the last resting place of **HMS Royal Oak**. The sunken battleship has been the subject of an incredibly-detailed survey by experts keen to monitor any deterioration of her hull. You can see the results of their work on page 20.

### Whitehall looked at four possible replacements for the Vanguard boats and Trident system:



**Silos** were quickly ruled out as impractical on cost and scale grounds. Beyond being vulnerable to pre-emptive strikes, such bases devour land the British Isles does not have. The 150-silo 90th Space Wing at Frances E Warren Airbase in Wyoming, for example, covers an area one and a half times the size of Wales.



**Strategic ballistic missile-carrying submarines (SSBNs)** remain the cheapest and most effective way of delivering the nation's strategic deterrence. No Polaris or Trident boat on patrol has been detected by a hostile submarine in more than 36 years on watch.



The **RAF bomber** option, buying commercial airliners, such as Airbus, and converting them for military use, was rejected because the planes would have a short range and be vulnerable to attack either on their bases or in the air. The cost would be more than double that of the submarine option.



A **ship-carried missile** was also dismissed. For this option, three 30,000-tonne vessels would be needed; they would also require escorts and three Royal Fleet Auxiliary support ships on hand. Although the surface deterrent plan would cost roughly the same as SSBNs, the ships would be easier to track – and hit – for potential enemies than submarines.

## Remaining at the vanguard

Continued from front page

weapon, "the minimum deterrent necessary – we already have the smallest stockpile of nuclear warheads among the recognised nuclear weapon states".

The Prime Minister said there were "perfectly respectable" arguments for not renewing Britain's nuclear deterrent once Trident had run its course, but he did not subscribe to them.

"The risk of giving up something that has been one of the mainstays of our security since the war and doing so when the one certain thing about our world today is its uncertainty, is not a risk I feel we can responsibly take. Our independent nuclear deterrent is the ultimate insurance," he continued.

"These are not decisions a government takes lightly. We would not want to have available the terrifying

power of these weapons unless we believed that to be necessary to deter a future aggressor."

Defence Secretary Des Browne added: "We cannot rule out the possibility that at some point in the next 50 years Britain could face a new nuclear threat."

"To decide now to run down our deterrent would be taking a huge gamble with Britain's future security – a gamble I am not prepared to take."

For reasons of national prestige, security and employment, the replacement nuclear boats will be built in the UK. They are anticipated to uphold the right of the line until beyond 2050.



● HMS Vigilant departs the Clyde on patrol



## York's BZ from PM

TONY Blair thanked the sailors of HMS York for their efforts to rescue Britons from war-torn Lebanon when he visited the destroyer in the Baltic.

York's ship's company seized the opportunity of a visit by the Prime Minister to recount their part in the evacuation of civilians from Beirut last summer.

York made two passages to the Lebanese capital to rescue civilians as the conflict between Hezbollah and Israel worsened.

In doing so she ferried more than 500 people to safety in Cyprus; the RN in total saved 4,400 people during Operation Highbrow.

It was this combined effort and their role in it that sailors impressed upon Mr Blair, who was visiting the destroyer in Riga accompanied by his Latvian counterpart Aigars Kalvitis.

The PM expressed his "warm thanks for all the very good work the ship did in the Lebanon".

After spending the bulk of her time away from the UK in the eastern Mediterranean, York was ordered to hotfoot to the Baltic to continue her security mission – this time to safeguard 26 NATO leaders.

They were conferring in the Latvian capital to discuss future policy by NATO forces; a major security mission, the very originally titled Operation Peaceful Summit, swung into action to ensure terrorists did not disrupt the talks.

York joined USS Monterey (the NATO flagship) and Latvian naval forces in providing security at sea for the summit – the destroyer's fourth peacekeeping mission in five months.

She left Portsmouth in May originally to work with NATO units in the Mediterranean on Operation Active Endeavour, part of the global war against terrorism.

After that came Highbrow and then York remained off the Lebanon on Operation Jina with ships from Italy, France and Greece to help the Lebanese government secure their shores.

By the time the ship left Beirut for the Baltic she had challenged more than 1,000 vessels approaching Lebanese waters in company with Allied warships.

"Mr Blair was very impressed by the many first-hand accounts of the great efforts made by the crew during Operation Highbrow. It's a tribute to the professionalism of my ship's company and the RN that so many people took the trouble to send cards and letters of thanks to those involved," said York's CO Cdr Tim Cryar.

"The success of the NATO summit depended on the security of the heads of state taking part."

York's seven-month tour of duty finally ended ten days before Christmas.

## Med for the Fighting G

THE beginning of 2007 finds the Fighting G fighting terrorism on NATO duties in the Mediterranean.

HMS Gloucester has begun a relatively short deployment as part of Operation Active Endeavour, keeping tabs on all merchant shipping moving around the Med.

The Portsmouth-based destroyer picks up the gauntlet left by sister HMS York, whose seven-month stint with NATO has now ended (see above).

Unlike the crews of HM Ships Ramsey and Blyth, the men and women of Gloucester found the Bay of Biscay to be its usual angry self with plates smashed about and several green faces among the sailors.



● Flare force one... A Lynx of the Operational Evaluation Unit unleashes a flurry of decoys during two weeks of trials at the Aberporth ranges in western Wales, where scientists from the research firm QinetiQ collected a series of readings. During the fortnight at the ranges near Cardigan, the OEU fired ten Sea Skua anti-ship missiles at static and moving targets

Picture: LA(Phot) Gaz Armes, RNAS Yeovilton

# Bowed but undaunted

## Away days for Crazy A

MINEHUNTER HMS Atherstone headed into the fjords to test her engines, just one facet of a varied end to 2006 for the Crazy A.

A busy six weeks away from home in Portsmouth began with Exercise Neptune Warrior (the new name for the tried and tested Joint Maritime Course) in the Inner and Outer Hebrides with the appropriate Scottish weather for the occasion (*that would be wet and windy – Ed*).

A sizeable international force had been mustered for Neptune Warrior, including ships from the USA, Spain, Germany, Greece, Turkey, Norway and Denmark, plus RAF and British Army units.

Atherstone was charged with sweeping the lochs free of mines so larger warships and auxiliaries could pass safely.

Once Neptune Warrior had passed, the Crazy A remained in Scottish waters initially to work with HMS Walney and Shoreham on mine warfare training around the isle of Arran.

Then it was up the Clyde for a four-day visit to Glasgow (allowing most of the sailors their first glimpse of HMS Daring sat in dry dock and HMS Dauntless sat on a slipway) which coincided with Remembrance Sunday commemorations.

Having enjoyed the hospitality of the Scottish city, Atherstone turned around and headed back down the Clyde then via the Inner Leads to Cape Wrath and across the tip of Scotland to Stavanger in Norway.

The Norwegian port is located next to NATO ranges which stretch up the fjords and allow an excellent environment for engineering tests.

The lumpy autumn weather returned as the Hunt-class minehunter left Norway for home before a final spell of trials in the Channel ahead of Christmas leave.

FOR the second time since assuming the burden of operations in Afghanistan, Royal Marines have bade farewell to a fallen comrade.

Mne Jonathan Wigley of Zulu Company, 45 Commando, was mortally wounded by 'friendly fire' from Allied air support as Royal Marines and the Light Dragoons swept through the town of Garmshir, Helmand province.

The 21-year-old was flown to the field hospital at British headquarters in Camp Bastion, but surgeons were unable to save him.

Another Royal was seriously injured during the operation.

Colleagues described Mne Wigley as a "fantastic character", likeable, devoted to the Corps and devoted to fitness – he cycled into 45 Cdo's base in Arbroath daily.

"Jonathan was an outstanding young Royal Marine whose tenacity, determination and professionalism shone through in everything he did," said Lt Col Duncan Dewar, 45's Commanding Officer.

"Extremely popular, with a lively sense of humour, he was very highly thought of by everyone who worked with him."

Initial reports suggest the marine was the victim of Allied air power, called in to support the thrust into Garmshir.

"Having been present during the whole of the contact in the brigade's operations room, we would have lost a lot more if it had not been for the incredibly brave flying that day by all the pilots," said Lt Col Andy Price of 3 Cdo Bde Headquarters.

More than 3,000 RN personnel – Royal Marines, Fleet Air Arm crew, medics, engineers, logisticians and more – are deployed to Afghanistan as part of the Allied mission to stabilise the country.



● A Royal Marine sniper scans the area around Now Zad as an 81mm illume flare lights up the terrain

Picture: PO (Phot) Sean Clea, 3 Cdo Bde

Mne Wigley is the second fatality suffered by the Corps since arriving in theatre in October; Mne Gary Wright, also of 45 Cdo, was killed by a suicide bomb in mid-October.

Insurgent activity in Afghanistan was sporadic as 2006 drew to a close.

When the Taliban attacked the Royals they did so without regard for the lives of ordinary Afghans.

The fundamentalists detonated a bomb as a Commando convoy passed through a crowded street in Kandahar.

The blast wrecked a Land Rover, wounded three green berets and killed two locals.

Despite such losses, there have been encouraging signs of progress made to improve the lot of ordinary Afghans.

The principal hospital in Lashkar Gar, Helmand's capital, has been renovated, more than a dozen healthcare clinics built, and in excess of 300 wells dug as part of a £2.5m aid package.

"We all believe in what we are doing and know we are making a real difference to the local population," said Lt Col Price.

"The Taliban alternative is not something many wish to contemplate. It never ceases to amaze us what little regard the Taliban have for the locals."



● 'Highly thought of'... Mne Jonathan Wigley, killed during an operation to root out the Taliban in southern Afghanistan



## Oh we do like to be beside the Tayside

AFTER a long time away, HMS Montrose returned to the town which bears her name.

The ship herself couldn't physically do it, but her company could during a four-day stay in Scotland.

Problems with the jetty previously used by the Devonport-based Type 23 in Montrose meant the ship berthed instead at King George V Wharf in Dundee.

Then it was up the coast to Montrose for a mix of official engagements, sporting clashes and mingling with the local populace.

Visited among others were: Dundee Sea Cadets at TS Duncan, Queen Victoria School in Dunblane and Rosemount Primary in Montrose, plus the town's Royal British Legion and Riding for the Disabled.

The football and rugby teams grappled with former pupils of Morgan's Academy, while the hockey side picked up sticks to take on Dundee Wanderers.

On Remembrance Sunday, the ship's company could be found dispersed across Tayside, laying wreaths in Montrose, Dundee and Forfar.

After Christmas leave at home in Devonport, the frigate departs shortly for a seven-month spell with NATO in the Mediterranean.

## Enterprise on show in Africa

HMS ENTERPRISE took time out from survey work along the West African coast to pay her respects at the graves of British and Commonwealth victims of World War 2.

The ship carried out a small harbour survey at Banjul in the Gambia for the local port authority.

While there the Commanding Officer, Cdr David Robertson, laid a wreath on behalf of the Royal Navy and Merchant Navy at the National Cenotaph in a service led by the Vice President of Gambia, Mrs Isatou Njie-Saidy.

A party from the ship later visited Fajara, where there are 203 burials from World War 2 – 122 West Africans serving in the Royal West African Frontier Force, 63 British and the remaining 18 from other allied nations.

A total of 29 sailors from Enterprise attended the ceremony, in temperatures exceeding 35°C – the remaining 20 members of the ship's company were either on duty or continuing with survey work.

# A billion reasons to be grateful

**TANKER** Wave Ruler bagged yet another drug runner on her Caribbean deployment bringing her haul in the autumn of 2006 to almost £1bn.

In excess of 11 tonnes of cocaine have never reached these shores thanks to the efforts of the RFA's crew, her Fleet Air Arm detachment and US anti-drug agencies.

The latest ship to fall victim to Ruler's vigilance was the Venezuelan fishing boat Oliani 1, caught in a dawn raid.

The 70ft boat was found by the tanker's Lynx helicopter around 620 nautical miles north-east of Barbados – a good 1,400 miles from her home port of Las Piedras.

The fishing boat's crew ignored calls on the radio to stop, so the craft was boarded by a detachment of US Coast Guard officers serving on Wave Ruler.

The holds, as the officers expected, were filled not with fish but bales of cocaine – 2.9 tonnes in all, with an estimated street value of £174m.

"This is another successful seizure of a large amount of cocaine that was more than likely heading for Europe," said Capt Dale Worthington RFA, Wave Ruler's CO.

"I'm proud that we have yet again helped to stem the flow of this destructive drug on to our streets."

Oliani 1's crew were arrested and subsequently handed over to the authorities in Venezuela, as well as the contraband.

In September, five tonnes of cocaine were seized from the blazing wreck of the Donna Marie and last month we reported the capture of a further three tonnes of the drug from the motor boat Miss Edith H. Those seizures by Wave Ruler were estimated to have cost the traffickers around £800m.

**LIFE** in the Royal Fleet Auxiliary is four times safer than the rest of Britain's Merchant Fleet.

Experts have pored over three decades of statistics of life, or rather death, at sea and concluded that the fatal accident rate in the RFA is considerably lower than its civilian counterpart.

Between 1976 and 2005, 19 Royal Fleet Auxiliary sailors have died in work-related accidents (that's discounting deaths in war, such as the Falklands) or while on duty but not necessarily on their ship (such as being knocked down during a port visit).



● Wave Ruler's Lynx hovers over the Oliani 1 as her RIB closes in on the drug smugglers

According to statistics compiled by Dr Stephen Roberts – Britain's foremost authority on work-related deaths – of the School of Medicine at Swansea University, for every 100,000 RFA sailors (there are actually just 2,365 of them in reality) there are nine fatal accidents at work.

For Britain's Merchant Fleet, that figure is 35. The UK's merchant marine remains among the safest in the world; figures in some of the less-regulated commercial fleets are as high as 130 deaths per 100,000 sailors.

Equally encouraging for the

RFA is that its safety record has dramatically improved in the past decade (there have been just two fatal accidents since 1996).

"I'm delighted that this independent study has shown that the working environment on board a Royal Fleet Auxiliary ship is a safe one – it's the professionalism, diligence and work ethic of my people that creates this," said Commodore RFA Cdre Bob Thornton.

The study looked at all UK-registered merchant ships (not including the Isle of Man, or overseas registries such as

Bermuda and Gibraltar).

"The low fatal accident rates in the Royal Fleet Auxiliary are probably a result of better training and career paths for seafarers, a lower turnover of personnel, a higher retention of skills, as well as better maintained ships with higher manning levels than in merchant shipping," Dr Roberts concluded.

Across the employment spectrum, merchant seafaring remains the second most dangerous occupation (fishing, of the trawler variety, is the most hazardous profession).

## Natural hurdles for Aintree

IT'S rare for Neptune to behave as mariners cross the Bay of Biscay.

So the crews of Her Majesty's Ships Blyth and Ramsey were delighted that the crossing of that notorious stretch of water was remarkably chunder-free.

Sadly for the 70 sailors, Neptune was in a bit of a mood as they sailed through the Irish Sea at the beginning of a three-year tour of duty by the two Sandown-class mine countermeasures vessels.

The duo will be away from home on the Clyde until the end of 2009 – their crews will be rotated, but the ships themselves will remain in the Gulf for three years on mine-clearance duties and exercises with Allied navies.

A two-week package of training for Blyth and Ramsey was arranged in Scottish waters before they departed Campbeltown at the beginning of their marathon deployment.

Barely had the pair left the shelter of the Scottish inlets than they were buffeted by 40mph winds, a heavy swell and high seas (promptly denuding supplies of seasickness tablets).

Waters were supposed to be rather calmer (and warmer) in Lisbon, the first port of call.

So much for theory. Practice dictated torrential rain, strong winds, a 'pea souper' of a fog which meant a one-day visit to the Portuguese capital turned into three days.

Upon leaving Lisbon (once the weather had cleared) sailors perfected their close-protection drills ensuring they could deal with the terrorist or piratical threats at 'choke points' such as the Suez Canal or the Horn of Africa.

After further port visits (including Calgiari in Sardinia, Soudha Bay in Crete and a pit-stop at Limassol in Cyprus), the two ships – codenamed Force Aintree – arrived in their new home of Bahrain at the end of a six-week transit.

## 'Oscar night' for Kent



LESS than six months after the RN was at the heart of rescue operations in Beirut as the Hezbollah-Israeli conflict raged, HMS Kent sailed into the Lebanese capital to an incredibly warm welcome.

As Kent berthed, the local media were waiting to clamber aboard for a press conference, duly held in the ship's hangar.

"On walking into the conference, the CO Cdr Gavin Pritchard was greeted by a scene more reminiscent of a Hollywood Oscar ceremony than an operational warship as the local paparazzi's flashlights lit up the hangar," said Marine Engineer Officer Lt Cdr Mike Thompson.

"The conference was a resounding

success with the ship's photograph on the cover of all the national Lebanese newspapers the following day – and Kent was also featured on national TV news."

Some crew made a bee-line for the archaeological site of Byblos, north of Beirut, a city with a 7,000-year history, ruled at one time or other by the Phoenicians, Egyptians, Greeks, Romans and Turks.

Kent's football team suffered only its second defeat of the deployment, beaten 8-3 by a Lebanese Military side at the national stadium.

On sailing from Beirut, the ship was invited to take part in a passage exercise (PASSEX) with units from the Lebanese

Navy (pictured here).

Personnel were exchanged to swap thoughts on fire-fighting and damage control training.

The Ship's Lynx helicopter flew a sortie to conduct some winching training and capture a photographic memory of this historic moment.

So that's another destination chalked off in the Rough Guide by Kent. Already visited by the ship on this deployment have been Malta, Bahrain, Kuwait, Dubai, Muscat and Mumbai.

Kent was relieved in Salalah, Oman, by her sister HMS Sutherland (which was away over Christmas); she arrived home in Portsmouth in time for Yuletide.


**NAVY NEWS**

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## Sabre sails to Morocco

FAST patrol boat HMS Sabre left the confines of Gibraltar waters to speed across the strait separating Europe from Africa for a rare foreign excursion.

Sabre was invited to Tangier in Morocco to take part in a weekend of French commemorations to honour those killed in World War 2.

In 1942, Morocco was the scene of the first major Allied amphibious operation, codenamed Torch, intended to drive the Axis forces out of North Africa.

After the fall of France in June 1940, the North African colony came under the rule of the Vichy regime which collaborated with the Nazis.

In November 1942 the Allies struck back with Operation Torch, an invasion planned from the tunnels bored out in the Rock of Gibraltar.

And so it was that 64 years later, Sabre and sailors based in the British colony were asked across the Strait of Gibraltar to take part in memorial ceremonies.

French dead are honoured at the *Monument aux Morts* (memorial to the dead); British and Commonwealth dead from Torch are buried in the grounds of St Andrew's Church.

It was there that Lt Toby Waite, Sabre's CO, laid a wreath on behalf of his RN comrades, followed by Surg Cdr Martin Randle of the Royal Naval Hospital Gibraltar on behalf of the Commander of British Forces on the Rock, Cdre Allan Adair.

Normally Sabre and her sister Scimitar – the two boats comprise the core of the Gibraltar Patrol Boat Squadron – ensure the waters around the Rock are safe for British warships, submarines and auxiliaries; they also take part in exercises with British forces.

# Belle of the Dardanelles

HALLOWED sands of modern and ancient history were the destination for the sailors of HMS Hurworth as their Mediterranean deployment reached its climax.

The Portsmouth-based warship spent three weeks in the Turkish port of Canakkale in the latest test for her new 2193 sonar kit.

A dozen mine warfare ships from six Allied nations gathered in nearby Saros Bay where 40 ground and tethered mines had been laid for the force to find (or not) during the imaginatively-titled Turkish Minex 06.

To add to the 'fun' of the exercise, the Turkish Armed Forces threw F16 jets at the task group, as well as helicopters and fast attack craft to keep the sailors on their toes.

Canakkale is hallowed ground for the RN. In sight of the town – then known as Chanak – Lt Norman Holbrook earned the Silent Service's first VC after torpedoing a Turkish battleship. The town was also subjected to shellfire from the guns of HMS Queen Elizabeth during the ill-fated Gallipoli campaign.

It was to the battlefields of Gallipoli that many of the ship's company headed to pay their respects. Others headed for the ruins of Troy (and, unsurprisingly, returned to the ship with small wooden horses).

Canakkale was the last port of call for Hurworth on NATO

duties, so there was a traditional farewell for her as she broke off from her Allied friends.

She conducted a close sailpast of the other NATO craft, exchanging pleasantries as she did so – "eggs, tomatoes, bread rolls, toilet rolls, basically anything which will make a colourful splat on the other ship," explained navigator Lt Tom McPhail.

Leaving Canakkale, Hurworth began the long (and slow) journey west back to Pompey.

That lengthy journey home was made shorter thanks to a short cut through the famous Corinth Canal (which saves a 250-mile journey around the Peloponnese).

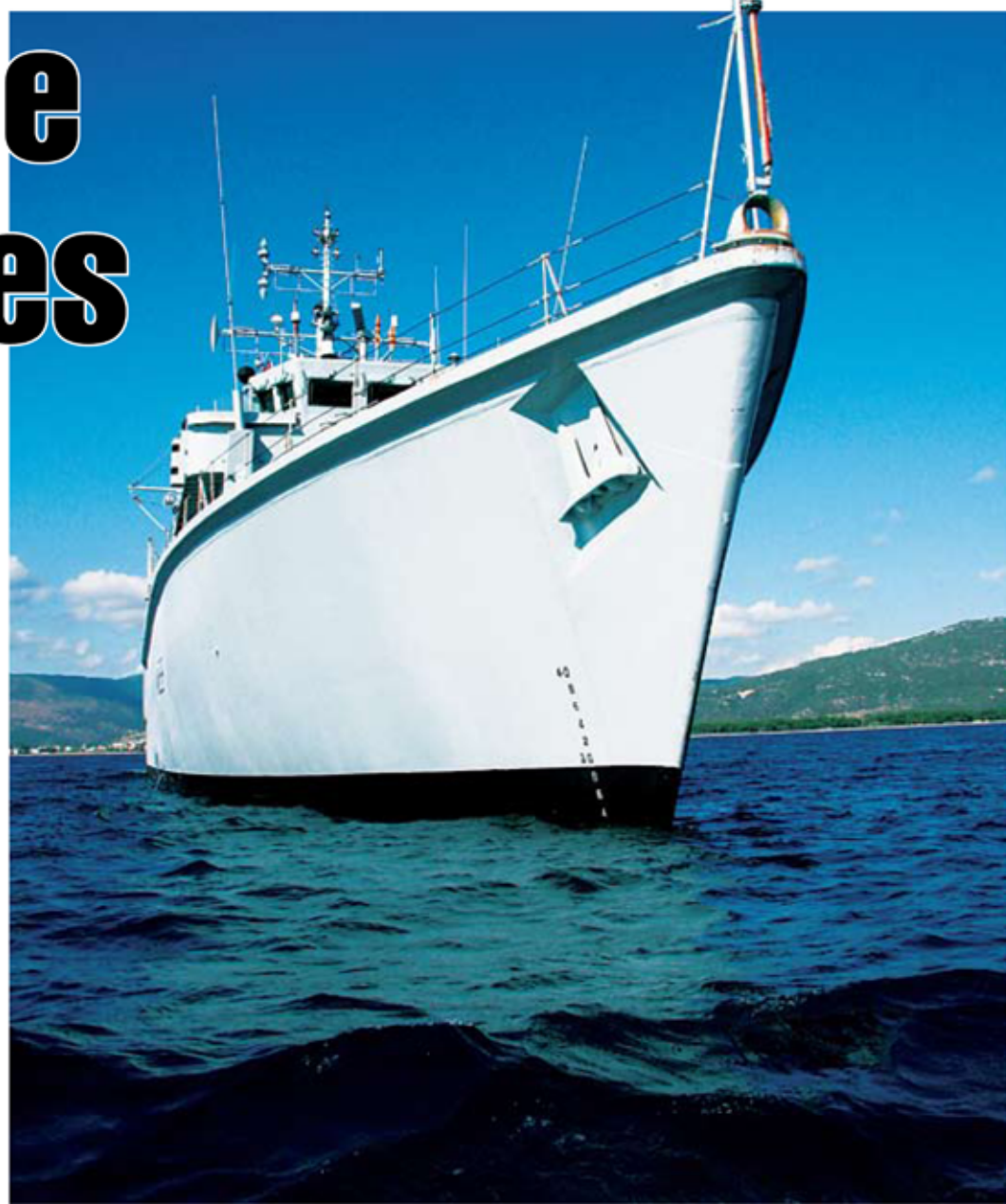
The canal makes the journey shorter, but also more stressful. Lt McPhail and coxswain James Smith expertly guided Hurworth down the three-mile-long waterway with 18ft clearance on each side of the ship.

Upon leaving the Med, Hurworth sailed up the Gironde for four days in Bordeaux.

The visit coincided with the 64th anniversary of Operation Frankton, the raid on German blockade-runners in Bordeaux led by men more commonly known as the Cockleshell Heroes.

Sailors laid a wreath at St Vivien de Medoc close to the mouth of the Gironde, where two pairs of raiders hid on the first night of the mission.

They also attended a service of remembrance at Château Magnol in Blanquefort, the former headquarters of the *Kriegsmarine* where two of the raiders were executed.



● A quiet moment for HMS Hurworth during her visit to the Dardanelles

## Odd scenes at the court of Neptune



HERE is proof that the elaborate ceremony of 'crossing the line' remains a lavish affair, provided by the good men and women of HMS Westminster between Brunei and Indonesia.

We last caught up with the 'capital ship' in China (visiting the Great Wall); since then she has begun the long journey home to Portsmouth.

First stop was Muara in Brunei, where the sporty types made straight for the home of the Gurkha regiment stationed in the country.

The heat (and perhaps a reception the night before) took its toll on the sailors on the rugby and football pitches, but especially on the golf course, where they were roundly beaten.

Those artistically minded headed for a disabled community centre and a hospital children's ward, where a mural of Disney

characters was added to brighten up the stays of sick youngsters.

Then it was on to Jakarta, which meant crossing the equator.

Cue elaborate ceremony on the flight deck with more than 100 sailors making Neptune's acquaintance (aided by a merry band of policemen and bears).

The WOs' and CPOs' mess went to great lengths to make the occasion memorable, building a rotating platform with 'tippable' chair to dunk the uninitiated into a large vat of water.

Jakarta proved equally memorable.

The Type 23 frigate was serenaded into port, greeted by the band of the Indonesian Navy and traditional dancers (who tried to persuade CO Cdr David Fields to join them).

The visit to Indonesia was a high-profile one, hosting British and Malaysian VIPs, business

leaders, and senior naval officers.

Westminster's Royal Marines boarding party worked with their Indonesian counterparts to demonstrate the art of counter-terrorist/terrorism operations.

Plenty of downtime was afforded the 180 sailors in Jakarta including whitewater rafting, volcano climbing and a CES entertainment show in a plush hotel.

Apart from the (very unlucky) duty watch the entire ship's company was bussed to a hotel where food, dancing, a live band and a comedian had been laid on for the sailors – shipped out from the UK for the occasion.

Sadly, Jakarta had to be left behind and for two weeks the frigate headed west across the Indian Ocean.

She made brief stops in Jeddah (Saudi Arabia), Alexandria and Barcelona, before arriving home in Portsmouth for Christmas.

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# Opinion

## UK role on a world stage

AS IT has done for the majority of its distinguished existence, the Royal Navy will hold the right of the line into the second half of the 21st Century.

Such is the intention of Whitehall: the Navy will continue to bear the nation's ultimate deterrent with a new generation of strategic missile-carrying submarines.

It is a duty the Navy has performed constantly since the summer of 1968 first with Polaris, today with Trident, most definitely unseen, invariably unsung.

The plan to replace the existing quartet of ballistic missile submarines was always going to be controversial on moral and financial grounds, let alone military ones.

In the Silent Service, understandably, there is, if not delight, then satisfaction at the intention to build a new fleet of boats. It has proved its case on professional and financial grounds; submarines remain the cheapest, safest and most effective way of delivering Britain's nuclear deterrent.

Yet in the surface fleet, equally understandably, there is some twitchiness. £15bn-£20bn could buy a potent force of carriers, frigates and destroyers.

The nuclear deterrent must not be a millstone around the Navy's neck. Investment in the successor to Trident cannot come at the expense of the rest of the Fleet.

Underlying the decision to replace Trident, however, is a much wider debate about Britain's national identity.

We rather like the fact we remain a 'great power', one of the countries people look to, aspire to emulate. No longer an empire, we can at least claim to be a major player on the world stage.

To bow out of the nuclear 'club' would probably reduce us to the part of a bit player. Deep down, if the truth be told, few Brits would be willing to accept such a blow to national prestige.

For a day, perhaps two, the Trident issue dominated the headlines. And then, like the boats which bear our ultimate insurance policy daily, it disappeared.

Funding for schools, global warming, a tornado in north London (which injured a whole six people) nudged Trident off the media radar.

Perhaps we're not yet ready for that debate on Britain's global standing.

## Navy keeps its cool

SAILORS in HMS Sultan have helped cut energy consumption by nearly 15 per cent this year by a few sensible measures – turning down the heating at weekends and making sure equipment is switched off overnight.

HMS Collingwood, another training establishment, has saved nearly £3,000 a day by delaying switching on its heating.

One of our tabloid newspapers blasted the skinflint Navy for making "our boys" in Collingwood suffer in the biting cold.

Navy News begs to differ. From where we sit, in our (as yet unheated) offices, the advice from HMS Collingwood – "wear warmer clothing and use blankets where appropriate" seems a model of common sense.

To save heating bills, not to mention the planet, the Navy's lead should be adopted nationwide.

Then we would see an end to tropical offices where staff sit in their shirtsleeves in the middle of winter, and to shops which pour out heat through their open doors onto the pavements.

As for ratings "freezing" in what has been one of the warmest autumns on record, we feel sure our Arctic veterans would have something to say about that...

The views expressed in Navy News do not necessarily reflect those of the Ministry of Defence



# NAVY NEWS

Leviathan Block  
HMS Nelson  
Portsmouth  
PO1 3HH

### Editorial

Editor:  
Sarah Fletcher  
Deputy Editor:  
Mike Gray

### Assistant Editors:

Richard Hargreaves  
Helen Craven

☎ 023 9229 4228  
☎ 9380 24163 (Mil)

Fax 023 9283 8845

e-mail: [edit@navynews.co.uk](mailto:edit@navynews.co.uk)

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### Business

Switchboard 023 9282 6040  
Accounts 023 9272 0686  
Advertising 023 9272 5062 or  
023 9275 6951

e-mail: [advertising@navynews.co.uk](mailto:advertising@navynews.co.uk)

Distribution 023 9272 5136

Subscriptions 023 9273 4448

e-mail: [subscriptions@navynews.co.uk](mailto:subscriptions@navynews.co.uk)

Fax 023 9283 0149

e-mail: [enquiries@navynews.co.uk](mailto:enquiries@navynews.co.uk)



● A distinct lack of reading material for Royal Marines from 42 Commando in Afghanistan

Picture: LA(Phot) Gaz Faulkner

# Don't call us sailors

HELLO from 42 Commando Royal Marines, Sangin, Helmand province, Afghanistan.

There's only so many times you can read *FHM* and *Nuts*, so it's good to get a change and read *Navy News*.

I think the RN is trying to cash in on the RM's success by including us.

In his review of John Parker's book on Royal Marine Commandos *The Inside Story of a Force for the Future*, Richard Hargreaves used the line "a history of the RN's elite soldier/sailors."

The RM Commandos have never and shall never be 'sailors' and we certainly don't come under an RN title.

I'm sure the author is aware of the Corps' history – if not, maybe he should read the book again!

As I write this, on the Corps' birthday, October 28, I'm sure there would be many Marines turning

in their graves to be referred to as RN soldier/sailors! Sailors join the Navy, soldiers join the Army and Marines.

Correct me if I'm wrong, but the RM was formed from Army units 342 years ago. If Richard would like to apologise to the RM readers I'm sure he would be forgiven.

Failing that, if anyone wants to write to us out here then 'dig' out!

– 7 Troop L Company, 42 CDO RM,  
Op Herrick, BFPO 792

Last time we looked the Royal Marines were still part of the Royal Naval service with an Admiral at the top – and as we rather like them, we intend to keep writing about them.

Richard is planning to visit 42 Cdo RM this year, so the lads of 7Tp Coy may have a chance to put their point in person.

## Is this a record?

THIS is how we joined HMS Cardigan Bay – from November 1956 to January 1957.

We left Stansted on a Hermes aircraft for Mombasa, with overnight stops in Algiers, Kano and Stanleyville.

Crossing the equator, Neptune came on board and dealt with all those who had not crossed the line before.

In Mombasa we took over HMS Crane and sailed for Singapore via Trincomalee. At Singapore, we transferred to Cardigan Bay under the command of Capt Roberts, captain 3rd Frigate Squadron.

Is this the longest joining routine, or does someone know a longer one?

– P J Ward, Cam, Dursley,  
Gloucestershire

## Catherine the Great's Scot

TALLINN in Estonia has featured in the last two editions of *Navy News*, with the Royal visit to the Baltic state and the three Sandowns being sold to Estonia.

Your readers might like to know that when I visited Tallinn in June I saw the tomb of a former British Navy man who transferred to the Russian Navy.

Samuel Greig, originally from Inverkeithing (along the road from Rosyth), was a highly honoured and decorated Admiral to Catherine the Great.

A few years ago the Russian naval authorities visited Inverkeithing and presented a plaque in his honour.

– Jim Jarvie, Dunfermline



● An Army Auster on the deck of HMS Ocean on Palestine patrol. The photo was taken by Rodney Beech, of Horncastle, who died in January.

## Birth of a nation

ON May 14 1948, I was serving in the carrier HMS Ocean and we were anchored outside the port of Haifa, Palestine.

At 11.15pm the cruiser HMS Euryalus left Haifa with the High Commissioner for Palestine standing on the quarterdeck, General Sir Alan Cunningham, and both ships sailed for the three-mile limit where we stopped.

Ocean was surrounded by five warships, HM Ships Cheviot, Chevron, Childers, Volage and Widemouth Bay.

They all illuminated Ocean with their searchlights. The crew of the carrier all wore their white uniforms and lined the edge of the flightdeck.

As midnight approached we sang *Auld Lang Syne* followed by

the National Anthem played by the Irish Pipe band.

Eight bells rang out signifying midnight. At that moment Palestine ceased to exist and a new nation – Israel – was born.

Three cheers were raised for the ex-High Commissioner of Palestine. All the searchlights were switched off and we sailed for Malta.

I felt I was privileged to be a witness to such an historic occasion.

I am now 81 years of age, and I wonder how many of us are left who remember such a time as that?

– F C Bardell,  
(former Leading Telegraphist)  
Bexhill-on-Sea,  
East Sussex

## Sheffield was not asleep

WITH regard to your feature about the loss of HMS Sheffield (December) I would like to thank you for not echoing verbatim the hurtful remarks carried in some national papers regarding the training and preparation of HMS Sheffield's crew prior to her participation in Operation Corporate.

I also thank a key officer in the saga of HMS Sheffield for recently publishing testimony that firmly nailed the lie (perpetuated by misled historians) that "Sheffield was asleep."

His testimony is further corroborated by the witness statement of a Sheffield rating who "heard the 4.5" and Seadart hydraulics starting up" before he was rendered unconscious.

The crew were desperately trying to acquire the fast-closing raid in preparation for command approval to engage the enemy.

There is still very much to challenge, despite the minimal number and heavily edited form of the documents released, but that is for another day.

– Doug Laybourne,  
Waterlooville, Hampshire

## Tribute to the Somme

I WAS particularly interested in your Somme supplement (November) as my wife and I did a trip to the Somme area a few years ago.

Whoever wrote the article obviously had read a great deal about the campaign and the result made very interesting reading – almost as if the writer had been there.

We will be keeping this supplement – what a pity it is not a more convenient size and a slightly larger typeface.

– A Howe, Ashford, Kent

The supplement was written by Richard Hargreaves, who in addition to being our assistant editor is a noted WW2 historian. Mr Howe might be interested to know the Royal Navy Philatelic Society is reprinting Richard's supplement to go with its covers due out November 2007 commemorating the RN Divisions. More details on [www.rnps.org/](http://www.rnps.org/)

As for our typeface, it is small but we could not include so much copy in Navy News if we used a larger font – Ed

## Poor show at the Albert Hall

I HAVE never been so appalled at the state of the representatives of the Royal Navy as was exhibited at the Albert Hall on November 11.

A senior Queen Alexandra's Royal Naval Nursing Sister looked as if she had a large gobstopper in her mouth, how very unprofessional, and a small, obviously rather obese junior rating didn't know his right foot from his left and had to do a hop skip and a jump to keep in step.

I realise that manpower has gone to rats, but as an ex-QARRNS I thought the standards were disgraceful.

I have watched the Remembrance Day Festival for many years but I couldn't bear to watch it again without cringing.

– Mrs P Blake, Exmouth,  
Devon



CLASSIC  
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BY TUGS



# Who was the last to speak to my father?

I AM appealing to shipmates from the HMS Barham Association to find the name of a Chief Petty Officer with whom I had an extraordinary, coincidental meeting in Copenhagen in 1959/60.

When I was a young forestry student in Denmark, I was walking down the jetty where the statue of the little mermaid sits on her rock, and a line of Royal Navy ships was moored alongside.

I asked a CPO returning on board which ships they were and was one a cruiser? We got talking and he asked me how I came to know a bit about the Navy.

I told him that my father had been killed as the commander of the battleship HMS Barham.

"Good God," he replied, "I am the last man ever to speak to your father alive. I was in control of the forward damage control party, at the bow.

"We had nothing to do when your dad showed up saying we were listing too badly. There was nothing we could do to save her and as soon as he returned

to the bridge he was going to give the order to abandon ship.

"I had therefore better get my party over the side now and he helped me do that. He wished us well and I said: 'Likewise, sir, and see you back in Blighty.'

"He turned and was making his way aft when the next thing I recall was clinging to a bit of wreckage. It must have been the moment when the gun magazine blew up."

The CPO invited me on board the next day. I was greeted by the entire port watch in their number ones, piped on board and led down to the CPOs' mess.

Sadly my report to my mother was lost in America and I cannot to this day recall the CPO's name, or for certain the name of his ship.

I am appealing to HMS Barham shipmates in the hope that he told someone about this coincidental meeting, and they can give me his name.

— The Rev Jeremy Bradford, Watchet, Somerset

## Married to the Andrew Cribbing the Pocket Book

THINKING back to my wedding, I wonder what the lads would do today in similar circumstances.

I was recalled from my wedding weekend leave 24 hours after being wed and got back to Pompey barracks after catching a bus at 0100 in the morning, catching the paper train at Waterloo at 0430, and arriving back the worse for wear at 0730 on Monday morning.

I was drafted to HMS Laforey which was attached to Force H at Gibraltar, and didn't get back home for eight months after taking part in the Malta Pedestal convoy.

I was 20 years of age and wet behind the ears, but I returned as quick as I could, not knowing at the time how I was going to do it.

I wonder what the lads of today would have done — I hope I'm wrong in thinking that they would have had second thoughts, knowing that a slap on the wrist would be the probable outcome.

By the way, at 85 I am still in love with the Andrew — and of course with my wife Doreen after 65 years.

— Albert Ward, Saltdean, Brighton

I WAS surprised to see in *Navy News* (October) that BR827 A Seaman's Pocket Book 1943 has been reprinted.

I joined the Navy in 1943 at Royal Arthur, aka Butlin's Battleship Skegness.

In the curious jargon of the day I was "a man not dressed as seaman" and my seamanship instruction was limited to a lesson in a seamanship room which boasted a whaler slung out on davits ready for lowering.

The instructor was an aged chief, who took one look at our eager faces, sniffed loudly and said: "Well, you may be sailors, but you'll never be seamen."

He then rattled off the parts of a boat at high speed, ending with a lever amidships: "This is Robinson's patent disengaging gear" and in a voice of thunder: "Don't none of you ever touch it!"

At the time I felt this was rather inadequate and early in 1944

while training at HMS President VI took the chance to obtain a copy of the *Seaman's Pocket Book*.

I had to buy it! It cost one shilling and threepence, almost half a day's pay. Few of my classmates saw good reason to squander their meagre resources on something which did not concern them.

Maybe they were right, because within another month we were all in khaki battledress gearing up to help Monty chase the Germans out of Normandy.

I still have the book. The flags have all changed and the phonetic alphabet starts: Able Baker Charlie Dog, and ends Zebra, but the basic seamanship is still valid.

Years later as an officer in the Sea Cadet Corps I frequently used the book in an effort to keep one jump ahead of the cadets.

— Lt (SCC) Alex Strachan, RNR Retd (ex Ldg Writer HO)



LETTERS to the editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

E-mail correspondents are also requested to provide this information.

Letters cannot be submitted over the telephone.

Given the impressive volume of letters, we cannot publish all of your correspondence in *Navy News*.



However, we do try to publish many of your letters on our own website [www.navynews.co.uk](http://www.navynews.co.uk)

We look particularly for correspondence which stimulates debate, makes us laugh or raises important issues.

Please try to keep your submissions as brief as possible — our space is limited.

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# A monarch, a prince, a duke



**YOU wait all year for a royal visitor and then you host two in a month...**

Such is the life of the 'Red Rose' warship HMS Lancaster.

After inviting the Queen aboard just a week before the frigate departed for Africa and the Caribbean, it was the heir to the throne who was guest of honour of the ship when she visited Sierra Leone on the first leg of her four-month deployment.

We say 'ship', we actually mean 'helicopter'.

For it was the duty of Lancaster's Merlin to serve as Prince Charles' official flight during numerous engagements in the West African nation.

HRH is a qualified pilot, but he left the flying of the Merlin to Lts Rob Clarke and Ian Farr while he enjoyed the relative comfort of the helicopter's cab.

The closest the prince came to Lancaster herself was a fly past of the ship while she was alongside in Freetown.

The helicopter ground and aircrew were heavily in demand during the stay in Africa, regularly working 18-hour days.

The ship herself has been to Sierra Leone before, but not many of her crew, who found conditions eye-opening.

"The poverty and neglect was like nothing I have ever seen

before," said Officer of the Watch Lt Emma Garey.

"The scars of civil war are still prevalent with people missing limbs and women with peculiar branding on their chests – apparently burn marks from when they were 'owned' and used as sex slaves."

Aside from such humbling experiences, the frigate's 180 crew did have limited 'downtime' in Sierra Leone, heading to 'Bounty beach' (the old chocolate bar adverts were filmed there).

Crew were enjoying a fine time in the water when two alarmed stokers emerged from the sea, chased by a bull shark.

Matelots being matelots, 15 sailors promptly jumped back in the sea to see what all the fuss was about.

It was off Africa that Lancaster rendezvoused with her sister Iron Duke.

The latter was coming to the end of six months in the Caribbean and her crew shared their experiences and expertise with Lancaster before the two vessels parted company.

Iron Duke wasn't as fortunate as her partner in crimefighting, RFA Wave Ruler (see page 4), but do not let that detract from a rewarding – and enjoyable – six months away from Portsmouth.

Since departing the Solent, 'Iron Duck' clocked up 31,000

miles as she sailed around 18 different countries, visiting 22 ports in the process.

And although she didn't 'bag' any drug-runners, her CO Cdr Andy Jordan is in no doubt that his ship's presence deterred the traffickers.

"We've contributed significantly to a whole range of the Royal Navy's roles in the Caribbean – this has been a fantastic deployment for Iron Duke," he added.

"We have had a tremendously enjoyable time in one of the most beautiful parts of the world. That said, it felt very good to be home."

You can follow Lancaster's deployment via Lt Garey's web diary at [www.blogtoday.co.uk/bloghome.aspx?username=Lancaster](http://www.blogtoday.co.uk/bloghome.aspx?username=Lancaster)

See Vela task group off Sierra Leone, pages 26-27

● **African greys...** (Above) HMS Iron Duke (foreground) and HMS Lancaster conduct a sail past for the camera before parting company in the Atlantic

● (Right) Wrapped-up sailors steel themselves as Lancaster leaves Portsmouth

● (Below) Lancaster's Flight Commander Lt Cdr Jon Bird chats with Prince Charles

Pictures: LA(Phot) Luis Holden, FRPU Whale Island



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# An Illustrious visitor

**FLAGSHIP** Illustrious spent six days on the Thames as she paid a welcome visit to her affiliated city, the nation's capital.

Having carefully negotiated London's great artery as far as West India Dock, squeezing through the Thames Barrier, the carrier turned around and reversed up the river as far as Greenwich where her journey came to an end.

The visit began with an official reception aboard, before sailors were thrust into a host of duties in the capital, beginning with the Lord Mayor's Show.

The ship provided a guard of honour for the famous parade through the streets of London. The sailors formed the second unit in the parade, marching behind the band of their affiliated regiment the Grenadier Guards.

The visit to London coincided with Armistice commemorations.

Around a third of the ship's company attended the service of remembrance at St Paul's Cathedral, while a smaller contingent paid their respects in Westminster Abbey where Illustrious' chaplain Fr Paul Donovan was invited to preach to the congregation. In nearby Whitehall, Commanding Officer Capt Tim Fraser laid a wreath at the Cenotaph.

Armistice Day ended on a more upbeat note (aptly) in the Trafalgar Tavern in Greenwich, a short distance from where the carrier was moored.

Enter Lt Paul Ashley and OM Leigh Rumsby (guitar), Lt Cdr Jim Cobbett (bass), CPO 'Bungy' Edwards, Wtr Gina Taylor and OM Kaleigh Holbrook (vocals),

and MEM Peter Talbot (drums), collective known as *Standing Sea Rock Party*, the carrier's rock band.

The seven-piece belted out Feeder's *Buck Rogers* (not heard of that one - Ed), Snow Patrol's *Chasing Cars* (or that one - Ed), and Billy Idol's *Rebel Yell* (phew - Ed) in a rockingly raucous night.

The following morning the flagship was at the hub of a media 'circus' as she was chosen as the backdrop for unveiling plans for commemorations of the 25th anniversary of the Falklands war.

Illustrious herself arrived in the Falklands at the end of the campaign; her laid-up sister *Invincible*, however, had a starring role.

More than 300 reporters, cameramen, veterans of the 1982 conflict and present-day islanders were guests of Illustrious as First Sea Lord Admiral Sir Jonathon Band revealed how the nation would remember the liberation of the South Atlantic islands.

There was still time for another launch: the Royal Navy Presentation Team came aboard to reveal their plans for

the coming year of talks to the public up and down the land. The 'tour' launch to 250 people ended with a fine display by the RM Band Corps of Drums.

For some the sight of 20,000 tonnes of battleship grey 'parked' within sight of the steel monoliths of Canary Wharf and the stone magnificence of Greenwich was particularly stirring.

"We have a strong bond with London and the City in particular and it was a special honour to be here for such an important weekend," said AET

Andrew Kent, who hails from the south-west of the capital.

"It made my mum, born and bred in the Square Mile, very proud indeed."

The stay on the Thames ended with a visit to the ship by Second Sea Lord Vice Admiral Adrian Johns, who was keen to hear sailors' feedback on how the RN's new personnel administration system JPA was working for them.

The carrier spent Christmas in Pompey; she heads to sea again next month for exercises off the east coast.



● Illustrious' crew stand to attention on the flight deck as the carrier passes the Millennium Dome at Greenwich  
Picture: LA(Phot) 'Darby' Allen, HMS Illustrious



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## Delays and costs grow

THE taxpayer will have to fork out an extra £321m to see the first of its next-generation submarines and destroyers in the front line.

And the Navy will have to wait an extra seven months to declare destroyer HMS Daring fit for operations says a report by the National Audit Office.

Experts from the NAO looked at 20 of the MOD's largest projects to see whether they were on track and on budget for delivery to front-line units.

The auditors found that the cost of the Astute-class submarine project had risen by £164m in the past 12 months (the total cost of the programme is now £3.6bn).

On the plus side, work by shipwrights and engineers at BAE Systems in Barrow has shaved one month off the planned in-service date for HMS Astute. She is now due to be operational in December 2008 – but that is still three and half years later than estimated when the boat was originally ordered a decade ago.

As for the Type 45 destroyers, the cost of the six-ship project has risen by £157m in the past year.

When originally ordered, the six warships were expected to cost the taxpayer £5bn – with HMS Daring joining the Fleet in May 2007.

The latest estimate by the NAO says the half dozen ships will actually cost £6.1bn, with Daring not operational until December 2009. Her delivery date has been moved back seven months in the past year largely due to problems ensuring the Sampson radar – the brains of the ship's missile system – works as intended.

The report is more positive than previous NAO studies into MOD spending on large-scale projects, however – and there are some success stories.

The Javelin anti-tank missile, used by the Royal Marines, was in service four months ahead of schedule, while the world's most advanced anti-submarine sonar, Sonar 2087, for Type 23 frigates, was declared ready five months early.

Upgrading the RN's Stingray torpedoes will also cost considerably less than anticipated. The bill was originally expected to be £727m; it's now £594m.

Sir John Bourne, head of the NAO, said it was clear Whitehall was making progress across the board in efforts to cut costs and delays to some of the nation's largest defence projects. He continued: "The MOD has recognised concerns about the need to tighten its control of costs."

Lord Drayson, Defence Procurement Minister, added: "I'm glad that we've continued to make progress in bringing costs and delays under control and I'm pleased that the Audit Office has recognised the work we have done to tighten our control of costs."



● Tsars on the rise... A Russian submariner rises to the top of the SETT during escape training in Gosport

Picture: LA(Phot) Emz Tucker, FRPU Whale Island

## A deeper understanding

THE azure warm waters of a 100ft column of water towering above Gosport bear little relation to those of the Barents or Black Seas or the vast Pacific.

But the principles of ascending through 100ft of water are the same the world over.

The world-renowned Submarine Escape Training Tank has witnessed a first in its 52-year history: the first Russian submariners to successfully complete a practice escape.

Since the end of the Cold War relations between the two former enemies have enjoyed a 180° turnaround.

And so it was that Russian submarine officers from Moscow and St Petersburg found themselves in Gosport for five days to undergo emergency training for escaping from a stricken boat, RN-style.

One of the Russians undergoing the training was involved in the operation to rescue the crew of the midget submarine Priz AS28 in August 2005 – a rescue eventually effected by a RN-led British team.

More recently, British submariners have been in Sevastopol in the Crimea to talk to their counterparts in the Black Sea Fleet about

co-operation on any future 'subsunk' – the NATO codeword for sunken boats – missions.

"The facilities at SETT are first class," said Capt Dmitri Podkayek. "It's been a pleasure to work with the Royal Navy submariners – we always prefer to meet face-to-face and the training has been invaluable."

"Sharing of expertise in this environment is so important."

Successfully accomplishing the course at SETT, which is run by 24 experienced 'deeps', is mandatory for every man in the Silent Service.

## Tornado down praise for FAA

FLEET Air Arm helicopter crews have received praise from the RAF for rescuing two downed aircrew – and helping to salvage their wrecked 'bird'.

The pilot and navigator of a Tornado GR4 ejected safely from the aircraft over the Wash and parachuted on to mudflats near Holbeach in Lincolnshire.

The Rescue Co-ordination Centre at RAF Kinloss in Scotland called on a helicopter from 846 NAS (on a navigational exercise nearby) to rescue the two downed pilots – a challenging mission made more difficult by problems with the Sea King which effected the rescue.

First the Junglie's navigation system failed so the crew could not pinpoint the two RAF men.

Then high frequency radio problems kicked in so the Sea King could not talk to Kinloss. Fortunately a Tornado was circling the smoking wreckage of the crashed aircraft – and it relayed messages to the Sea King.

"Initially things looked grim as one of the crew appeared to be on his back, motionless," said CPO(ACMN) Michael Rendall.

The Sea King dropped the senior rating on to the mud with a Coastguard officer (and trained medic) – the ground was too soft for the helicopter to touch down.

With no stretcher, there was no chance of moving the two RAF aircrew to safety. Instead, CPO Rendall and the Coastguard did their utmost to keep the men warm – both were showing early signs of hypothermia and were in a state of shock – and keep their spirits up.

The Tornado's Australian navigator remarked to his rescuers with typical sangfroid that he'd "had better days". The Aussie then borrowed the chief's phone to call his wife: "Hello darling. You wouldn't believe the day I'm having. I'm sat in the mud on the Wash with my parachute around me watching my jet burn."

Two Search-and-Rescue helicopters eventually arrived to ferry the RAF men to hospital.

A week after the crash, the FAA was back on the scene, this time in the shape of a Merlin of 829 NAS from Culdrose with four aircrew and five maintainers aboard.

This time the mission was salvage: to assist with the recovery of the Tornado's wreckage.

Tides restricted access to the wreck site to just four or five hours a day – and could only be reached effectively by helicopter.

The tide times meant the a 5.30am start for all the 829 team so they could be at the wreck site by dawn.

The recovery operation went remarkably smoothly – in around eight loads the bulk of the wreckage was safely removed by the Merlin in a net slung beneath the aircraft.

Only the main fuselage was left behind. It was too heavy for the 829 helicopter so an RAF Chinook was called upon, but the wreckage proved to be too firmly wedged in the mud for even that powerful aircraft.

## Helo, helo, helo... what's been happening on Ark Royal?



IN KEEPING with HMS Ark Royal's new role as a commando assault ship, helicopter trials have been the order of the day as the carrier emerges from refit.

Ark returned to Portsmouth from Rosyth after being out of action for two and a half years with a fresh mission for the last decade of her proud career.

HMS Illustrous will serve as the nation's 'strike carrier' and Ark as a 'second HMS Ocean', ferrying Royal Marines into battle (she can still perform the traditional carrier role).

Central to the commando carrier role envisioned for the flat-top is the ability to operate the helicopters which will carry those green berets into battle.

It's a mission the ship carried out ably three years ago in the Iraq campaign, but with a new crew, new communications fit and new ammunition stores *inter alia*, these skills have to be perfected once more.

And so it was that two CH47 Chinook helicopters from RAF 7 Sqn touched down by day and night over three wintry days at the end of 2006 in a mix of fine and wet weather.

The Chinook is 'old school'. The Apache gunship represents 'new school'.

The Army Air Corps' potent battlefield helicopter has already earned its Naval wings in trials with Ocean (aptly a helicopter carrier).

Apache has yet to be authorised for front-line operations from Ark, hence the reason for a series of trials with her from landing on deck, to being carried on the aircraft lifts into the hangar and generally moving the gunship around.

The Apache trials all took place in the confines of Portsmouth Naval Base; Ark didn't even need to leave her jetty for them.

"Having Apache on board was another milestone in Ark's return to operational status," said Cdr Keith Muir, Cdr Air.

When Ark resumes front-line duties next

year she will do so with a mixed air group of Chinooks, Apaches and the Fleet Air Arm's own Merlins.

Someone who needed no re-introduction to Ark was her former CO Rear Admiral Alan Massey who was guest of honour at the ship's Taranto Night mess dinner marking the 1940 crippling of the Italian Fleet in harbour by the Fleet Air Arm.

Rear Admiral Massey commanded the ship during the Iraq invasion and he saw the lessons of that campaign incorporated in the refitted Ark Royal which is now much better equipped as a launch pad for up to 400 commandos.

It's not been purely whirlybirds setting down on the famous flight deck.

For the first time Harrier GR9s, the new bomber variant of the great jump jet, landed and took off repeatedly for a week of handling trials to prove that should the need arise, the carrier can still fulfil her traditional role as a jet launchpad.

● All clear... (Left) A flight deck officer prepares to wave off an Apache gunship from Ark Royal in Portsmouth Harbour

Picture: CPO(Phot) Kev Preece, HMS Ark Royal





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# Ever watchful eye of Vigilant

**N**OW it's always slightly tricky to write up a *Ship of the Month* about the truly silent of the Silent Service – HMS Vigilant is the third of the four Vanguard-class ballistic submarines that make up

## Facts and Figures

Class: Vanguard class SSBN (Ship Submersible Ballistic Nuclear) submarine  
Pennant Number: S30  
Home port: HMNB Clyde  
Builder: Vickers Shipbuilding, Barrow-in-Furness  
Laid down: February 16 1991  
Launched: October 14 1995  
Commissioned: November 2 1996  
Displacement: 15,680 tons (dived)  
Length: 149.9 metres  
Beam: 12.8 metres  
Draught: 12 metres  
Complement: 14 officers; 121 ratings  
Propulsion: Rolls Royce PWR2 (Pressurised Water Reactor) nuclear reactor; two GEC turbines; two auxiliary retractable propulsion motors; two WH Allen turbo generators; two Paxman diesel alternators  
Sensors: BAE Systems SCMS; Thales Underwater Systems Type 2054 composite sonar suite comprising: towed array sonar, hull-mounted active and passive search sonar, passive intercept and ranging sonar; Kelvin Hughes Type 1007 I band navigation radar  
Armament: 16 ballistic missile tubes capable of firing Trident D5 SLBM missiles carrying up to 192 warheads, four 21in (533mm) torpedo tubes capable of firing Spearfish torpedoes

Britain's strategic nuclear deterrent.

Suffice it to say, she spent 2006 on her core duty, patrolling the seas. The Vanguard submarines are capable of circumnavigating the globe without the need to surface.

And while the boat is away on her dark and watchful duties, the support crew remain in the UK catching up with affiliations, such as the Sea Cadets of TS Vigilant, or crossing the Irish Sea to the Isle of Man.

Last year's visit to their affiliated island saw the submariners eclipsed by a somewhat different powerhouse – but no one minded being outshone by comic legend Sir Norman Wisdom.

Vigilant is one of those names that has cropped up on a multitude of vessels (and a couple of variant forms) in the Royal Navy since the capture of the French Vigilante by HMS Superb in 1774.

Vigilants (with and without an 'e') have been captured, lost, wrecked, burnt, hired, built and purchased throughout the name's history, with some 11 trawlers, tugs and requisitioned ships, and another 15 warships on the books.

With quite such a track record, it seems best to focus on a select few Vigilants.

The third-rate, 64-gunner built in 1774 had an active battle record, but not one that merited Battle Honours.

In 1778, she took part in the only significant Anglo-French battle in home waters during the American War of Independence.

The following year saw her take part in sea battles off Grenada, and in the capture of nine French ships and the burning of ten others off Martinique.



● Nuclear submarine HMS Vigilant in her home waters of Scotland

Picture: Dave Cullen

It wasn't just the French that earned the ire of this Vigilant, as in 1782 she took on the Spanish, who as it happens were joined with the French, off Cape Spartel.

The name's association with submarines began early in the Navy's underwater history, when the dockyard tug Vigilant made the unsuccessful attempt to rescue the crew of HMS Thetis, the submarine that sank in Liverpool Bay.

The World War 2 Valentine-class destroyer of 1943 managed to secure the name's list of Battle

Honours in an eventful career.

The 1,710-ton destroyer supported the Fleet Air Arm attack on the Tirpitz in April 1944. A year later she was part of Force 63 in the bombardment of Sumatra and the air strike on Penang.

In the early part of May she supported the amphibious assault on Rangoon, then as part of the 26th Destroyer Flotilla she was involved in Operation Dukedom.

A task force of 17 ships set out from Trincomalee in pursuit of the Japanese heavy cruiser Haguro and the destroyer Kamikaze.

In company with Saumarez, Venus, Verulam and Virago, Vigilant attacked the Japanese warship in the early hours of May 16, concluding with the sinking of the Haguro and the

escape of the Kamikaze.

This warship was later converted into a Type 15 fast anti-submarine frigate in 1952, and eventually broken up at Faslane in 1965.



## Battle Honours

Arctic .....	1943-44
Normandy.....	1944
Malaya.....	1945
Burma.....	1945
East Indies.....	1945

## NAVY NEWS 2007 CALENDAR

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## HEROES OF THE ROYAL NAVY No.33

### Lt Cdr Geoffrey Saxton White VC

IN SUMMER 1918 a letter arrived in the UK from a prisoner of war in a Turkish labour camp.

This was the first news of the brave, sad, but ultimately futile, end of the British submarine E14.

Stranded in January 1918 on a sandbank near Nagara Point, the battle-cruiser Goeben – target of the British since 1914 – lay vulnerable in the Dardanelles, near the narrowest point of this fiercely-guarded territory.

Aircraft bombs failed. Bombardment from afar failed. Submarines were the best means to end the Goeben's days – but this would be the first time that a submarine would tackle the straits of the Dardanelles in two years.

There was only one real candidate for the attempt – E14, the submarine in which Edward Courtney Boyle had won his VC in 1915.

Lt Cdr Geoffrey Saxton White, a friend of Boyle, was the commanding officer, a respected man who was convinced that he could get the E14 through the defensive barriers to Nagara and finish off the Goeben.

The submarine man even flew as observer on a bombing raid to see for himself what he was up against.

On January 27, he and his crew of 38 set out in E14 to run the gauntlet of the enemy's defences.

The first barricade was the mines strewn in the waters at the entrance to the Dardanelles.

Then with the submarine on the surface, he stood alone on the bow, calling back orders to be relayed down to guide the boat through the channel.

As he stood on the casing, the lights of the Turkish batteries swept the sky and sea, looking for such an incursion – if E14 had been spotted, White had issued strict instructions that it must dive and leave him to his death.

By the time the dawn came, the submarine was safe deep within the sea once more, and by 7am Nagara Point could be seen.

And it was bare.



● Lt Cdr White at the periscope of E14, the submarine of two VC winners

Two days earlier the Goeben had been refloated. As the gallant White searched a barren shore for the cruiser's bulk, the Goeben lay at anchor off Constantinople.

White and his crew faced the bitter journey back in daylight and danger.

Early indications were good, and the submarine safely neared Chanak when a large Turkish merchantman came within easy range of E14.

This proved too much temptation for the disappointed White, and he ordered an attack.

With the second torpedo, a huge explosion forced E14 up and into sight of the surrounding shore batteries.

The guns could not miss, and scarred with the onslaught E14 headed to

the bottom of the straits. Injured but determined E14 limped on avoiding depth charges and capture, until the flood of water proved too much for the boat's pumps.

E14 surfaced under the guns of Cape Helles and Kum Kale. White climbed back out on to the casing to steer the submarine through the hail of fire.

But there was no escape.

White's last words were: "We are in the hands of God."

He died moments later, his body shattered by shellfire, and his boat E14 sank under the onslaught.

Only nine men survived the daring last dash of E14, and it took time for the scarce survivors' reports to be gathered.

In May 1919 the award of the Victoria Cross was announced for Lt Cdr Geoffrey Saxton White.



Picture: RN Submarine Museum

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# -50° at 90° South

## Honoured on Norwegian shores

BY THE time you read this four sailors and marines should have pitched a flag pole at 90° South – the southernmost tip on the planet.

And as the Polarquest party hurries back over the ice and snow, Lt Polly Hatchard will be heading in the opposite direction, hoping to be the first British Servicewoman to set foot at the South Pole.

The four-strong Polarquest team – Capt Sean Chapple RM, Surg Lt Cdr Andy Brown, Mne Craig Hunter and Maj Paul Mattin – are believed to be the first British Servicemen to venture to the foot of the earth since Capt Scott.

They were due to arrive at the Pole on Christmas Day, having each dragged 20-stone sledges across Antarctica for around 50 days.

The quartet left Patriot Hills in mid-November at the beginning of their 1,450-mile round trip.

On good days, the team were covering 15 miles to a varied soundtrack on their iPods of *Harry Potter* and *Dire Straits*, before pitching tents for a rest.

The Polarquesters have first-rate communications kit, allowing them to talk to the world from Antarctica, providing a daily update on their progress and answering questions from people across the globe.

In his diary, expedition leader Capt Chapple (aka 'The Ice Man'), describes the art of moving across the ice.

"I survey the terrain ahead to pick my route. I look for patches of shiny hard packed snow that look like cake icing, on this my sledge will glide well," he writes.

"I feel removed from the outside world, cocooned inside my clothing, my goggles restricting my vision to the front, the sides obscured by the fur trim on my hood keeping the wind from my face.

"I feel the force of the wind against my chest and the sound as it rushes past my ears, but inside my layers of clothing I am warm and comfortable."

Beyond personal goals, the aim of the expedition is to raise awareness of the White Ensign Association, the British/RN role in Antarctica and to educate youngsters.

Children in Blighty have been keen to learn about conditions facing the men – and the wildlife they encounter, or lack of it.

"There are no polar bears anywhere in Antarctica, only in the Arctic," said Mne Hunter, disappointing scores of youngsters.

"In Antarctica there is no life or vegetation or any



● Anticipating a tents New Year... Polarquest explorers (from left to right) Surg Lt Cdr Andy Brown, Mne Craig Hunter, expedition leader Capt Sean Chapple RM and Maj Paul Mattin prepare for their trip to the South Pole

Picture: PO(Phot) Angie Pearce, CTC RM Lympstone

means of supporting species, only a permanent ice sheet."

The Polarquest trek to the pole is the second expedition of the year to the end of the earth.

Capt Chapple led a party to the North Pole in the spring, then geared up to lead a different band of brothers across Antarctica.

The return trip should prove rather quicker than the 50-day slog; the explorers are using giant kites – or power foils – to harness the power of the polar wind and haul them across the ice in rapid time.

For Lt Hatchard (dubbed 'Pretty Polly' and 'Polar Polly' by a certain popular tabloid newspaper) the challenge is to pick up the gauntlet of Britain's greatest Antarctic explorer, Sir Ernest Shackleton.

In his 1907-09 attempt to reach the South Pole – commonly known as the Nimrod Expedition after the ship which carried the men south – Shackleton reached further south than any other explorer, 88°23'S, just 97 nautical miles from the Pole.

Unlike his rival Robert Falcon Scott, Shackleton had no intention of becoming an heroic failure – and turned around.

He remarked: "Better a live donkey than a dead lion."

It is where the 'donkey' ended his 1907-1909 expedition that Lt Hatchard picks up Shackleton's original route and attempts to follow it to the end of the earth.

Temperatures are expected to be around -50°C once you add the relentless Antarctic wind to the equation, with the team moving on skis and camping each night under canvas.

In preparation for the polar mission, the air engineer officer, responsible for Lynx maintenance, could be found dragging tractor tyres around RNAS Yeovilton – practice for hauling a sled across the ice.

"You look like a complete weirdo," said Lt Hatchard.

"But it's worth the effort in the long term."

"I want to enjoy Antarctica and not be suffering from screaming thighs and aching back pains."

And the reason why?

"I thrive on really tough, challenging environments," the officer explained.

"I love the great outdoors and enjoy proving that women are just as capable and tough as men – if not more so."

If all goes well Lt Hatchard and her five companions should reach the Pole early this month.

The trek will raise money for Breast Cancer Awareness and is also aimed at highlighting the work done by HMS Endurance in Antarctica each year (see the centre pages).

Read the Polarquest team's diary at [www.polarquest.co.uk](http://www.polarquest.co.uk)



● I'm enjoying this, no, really, I am... 'Polar Polly' takes a dip in an ice hole during training and (below left) Lt Hatchard as most colleagues will recognise her

IN BITING cold on Narvik shores, sailors from British minehunter HMS Middleton gathered to pay their respects to those who had been lost.

In a moving remembrance day ceremony, the ship's commanding officer Lt Cdr Paddy Allen laid a wreath at the British Memorial at Fornes.

Beside the Naval officer stood Mrs Enny Hanson, whose drive had brought this memorial into existence in 2003.

The memorial, paid for by the local community, marks the fierce battles between the British and German forces for control of the valuable harbour with its access routes to Sweden's iron ore.

The sombre note continued with a visit to the Commonwealth War Graves plot at Narvik New Cemetery to visit the graves of 34 British Servicemen.

HMS Middleton returned home to Portsmouth in mid-December from her four and a half month deployment with Standing NATO Mine Countermeasures Group One (SNMCMG1).

## A Splendid way to slim

A SLIMMER HMS Splendid is now ready to be laid up in storage, thanks to the work of the Marine Salvage Unit South at Devonport.

With space at a premium for storage, the retired Swiftsure-class submarine needed to lose a few appendages from around her girth and the lower part of her rudder.

But with dry docking expensive in time and money, the naval base's salvage experts were brought in to take on the difficult task underwater.

Various approaches were considered before the team decided on a diamond-wire cutting system, the first time the MOD had used the method.

The job created a number of challenges for the divers, as they contended with unusual construction materials and other difficulties.

The team carried out 85 dives, spending more than 130 hours under the dockyard waters working on the old submarine.

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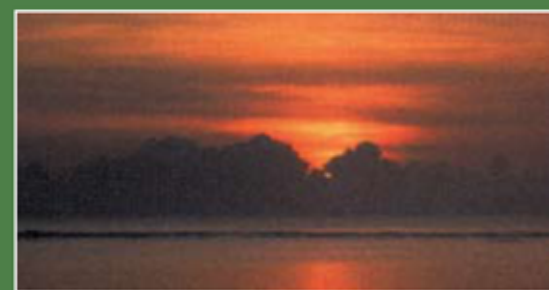


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● Bow sleek runner... the impressive sight of HMS Daring out of water

# Brilliantly

**S**O this is what you get for more than half a billion pounds.

6,500 tons of steel and plastics, 385 miles of labyrinthine cabling, an army of workers day and night, two imposing masts, a ruddy great flight deck, a rather large gun aimed at the south-western suburbs of Glasgow, messes which put most of the Fleet to shame.

Oh, and the envious eyes of most of the world's navies.

Towering above a dry dock at BAE Systems' Scotstoun yard on the north bank of the Clyde sits the first of Britain's next-generation warships: HMS Daring.

On my first visit to the ship 15 months ago, I was rather disappointed. (From memory, my rather blunt comment was: "Lots of empty rust-coloured compartments.")

Fifteen months is a long time in shipbuilding.

For a start, inside like outside is now pusser's grey (the passageways at least, most compartments are painted white, however).

The compartments have kit in them. The heads have toilets and sinks. The chart room has its chart table and WECDIS navigation terminal installed. Consoles stretch across the bridge and the ship's wheel (it looks rather like a Formula 1 car's steering wheel) turns – although the ship, of course, doesn't.

And from the bridge you not surprisingly get an excellent view of Daring's forecandle.

The 'Kryten' 4.5in gun sits neatly in place.

Behind that are 48 lids – picture the top of a wheelie bin painted grey and you get the idea – which cover the missile silos for the Aster missiles which will be the ship's first line of defence against air attack.

At sea, the forecandle should be devoid of sailors. No capstans

IT IS 11 months since HMS Daring hurried down a slipway and thundered into the River Clyde at her launch. An awful lot has happened since then as **RICHARD HARGREAVES** found when he re-visited Britain's first Type 45 destroyer.

and anchor chains here, they're enclosed below.

The same goes for the quarterdeck. Two huge hydraulic doors can be opened for manoeuvres such as towing, otherwise, it's relatively protected from the elements.

It's not done for crew comfort. Well, not entirely. The chief aim is to reduce the ship's radar cross section – particularly handy if you're an air defence destroyer.

Much in Daring will make her easier to run. The operations room, the ship's heart, is brightly lit. The console operators have full-colour screens, three screens each in fact, to work on.

Staring at green or orange screens in a dark, dingy compartment for hours on end has been banished to the history books.

It's the same in the ship control room, where a handful of computer consoles (a mini version of the bridge of the *Starship Enterprise*) replaces the wall of dials, switches and flashing lights in the current generation of warships.

The expansive flight deck – it's 29 metres long, enough space to land Lynx, Sea King, Merlin or Chinook – is ready to take its first helicopter (they might have to move the containers and vending machine first, however).

And remember the fun of storing a ship for deployment? That human chain passing pallets of tinned tomatoes and boxes of

Mars bars through the decks?

Gone. Or that's the theory. A stores hoist (basically a lift) runs through six decks, accessing the main stores – food, clothing, spare parts (but not ammunition).

It's these cultural changes which really stand out in Daring. A lot of fuss has – rightly – been made of the six-berth cabins for junior rates; the days of 39-man messes are past.

So too the days of communal showers and heads. Each shower, each toilet is an individual cubicle, male and female. Oh, and those ceramic floor tiles, they're gone too.

Every cabin is networked; we are dealing with the iPod generation.

There are some relics of the Type 42 era – a few turquoise-blue boxes and consoles, for example.

And that awful chintzy flowery pattern on the wardroom couches and chairs which the RN has been saddled with for a generation. Gone.

As of the end of November, Daring was roughly two-thirds finished. Much of her has still to be tested. The PAAMS missile system for a start. The silo is in place, but the missiles, the radar, the brains behind PAAMS have not yet arrived; trials using the Longbow barge take place in the Mediterranean this spring.

But the electric work – the Countess of Wessex, the ship's sponsor, flicked the switch on



## 'The ship the Navy has

LOG on to the Royal Navy's website and try to find HMS Daring.

You won't find a dedicated page for her. You'll find her under the Type 45 destroyer programme heading in the 'future ships' section.

Daring is very much 'future Navy' alongside the next-generation of aircraft carriers.

Queen Elizabeth and Prince of Wales are elaborate computer graphics, artist's impressions if you like.

Daring, however, is tangible. And we're not just talking about the warship.

Fixed to a flight of metal stairs on a rather nondescript brick building in a huge shipyard on the north bank of the Clyde is the banner 'HMS Daring'.

Inside can be found her ship's company. (Fifteen or so years ago the current First Sea Lord oversaw the arrival of HMS Norfolk, first of the Type 23 frigates from these same offices.)

And that ship's company grows by the week. When the Countess of Wessex visited it was just 16 strong. By the end of January, it will number 40.

"Type 45 is not the future. It's the here and now. It's the present," declares Cdr David Shutts, Marine Engineer Officer and Daring's Senior Naval Officer (he was also her first crew member).

Present, yes, but there is a long way to go.

Daring won't put to sea till the summer, and won't be handed over to the RN officially for many months. Her Commanding Officer doesn't join her until the turn of the year and it will be the autumn(ish) of 2008 before she enters her home port of Portsmouth for the first time, and another year after that before she is declared operational.

If it's such a long road, why so many sailors now? What do sailors without a working ship do?

There's the divisional structure to set up. Operating procedures to define, training to plan (more than £7m is set aside to ensure every one of the 190 men and women of Daring will be ready

when the ship is operational), and problems to solve. Or is it challenges to overcome?

Normally it's weapons systems which have the techno buffs salivating (and, to be sure, they do). But the marine engineers have tongues on the floor when it comes to Daring.

"It's exciting – and perhaps a little bit scary. The propulsion system is cutting edge, unique – there's nothing like it in the world," says WO1 Graeme McClung, the ship's propulsion manager.

"I sat in the appointers office, saw Type 45 was available and said: 'I'll have that one'. The number of people who've rung me and asked me how I got this job... There is a mountain of work which goes with it."

It's that same idea of being at the cutting edge which attracted PO(WEA) Adam 'Chats' Harris.

"This is new kit, up-to-date technology. Being the first person to operate it, people are going to look at you as the first point of reference," he adds.

PO(MEML) Roy Pavett enthuses: "It's a fantastic ship and the greatest opportunity the RN has given me. There's nowhere better to be. It's the most advanced ship with the best kit."

But as any sailor knows there's more to a ship than pipes and engines, cables and computers, missiles and guns.

There is the unquantifiable, the undefinable. Spirit, ethos, ensuring 6,500 tons of metal (8,500 tons fully laden) earns the coveted 'happy ship' tag.

The first cap tallies have been handed out – Wtr Karen Munro has the distinction of being the ship's first rating, LSA Jason Lee the first leading hand.

The first Trafalgar Night dinner has been held (not on the ship but in the magnificent surroundings of Glasgow's City Hall). It was an affair not just for officers, but for the entire ship's company (11 strong at that stage).

Deputy marine engineer officer Lt Mal Tonge became the ship's first representative sportsman – competing in the Neptune triathlon.

And Daring has had her first sporting injury. Cdr Shutts lasted just six minutes on the rugby pitch as a referee before his Achilles tendon ruptured; it





# Daring

the diesel generators and Daring hummed to life.

Testing now means fewer trials to conduct when she goes to sea for the first time in the summer.

Fitting Daring out is a 24-hour-a-day operation, six days each week. By day and night more than 700 engineers, electricians, technicians, shipwrights, and carpenters swarm over her.

There are 777 compartments in all to finish before she is officially handed over.

Some people may dismiss the art of shipbuilding as an archaic leftover from the industrial revolution. *Anyone can build a big grey box and fix it together with rivets and welding.*

Wrong. Imagine installing three miles of cable every week into something one and a half times longer than a football pitch but three times narrower. Each cable has to be connected correctly. Get it wrong and systems don't work and sailors will die.

There are 620,000m of cables running through the ship (that's 385 miles in old money).

A warship is probably the most complex man-made moving object there is, with the exception perhaps of a space rocket.

"When people walk around they realise the skill of the workforce," says Daring's area manager Ross McClure proudly. "They see the complexity, they see the miles of cable."

"I have been in shipbuilding for 30 years, worked my way up from working on the plates, to foreman, to eventually overseeing everyone."

"Some of the guys think I'm mad. Daring will be my first 'delivery' and there'll be a few tears when she goes because there's great pride in her."

**THE** waters will lap around the hull of Daring's sister HMS Dauntless at 3.26pm on January 23 – one minute after her sponsor



● Daring is ushered out of her dry dock in preparation for Dauntless' arrival at Scotstoun

presses the button to launch her.

The second Type 45 destroyer currently sits on a slipway at BAE Systems' Govan yard on the Clyde as final preparations are made for her launch.

Lady Burnell-Nugent, the wife of Commander-in-Chief Fleet Admiral Sir James Burnell-

Nugent, has been chosen as Dauntless' sponsor and will be guest of honour at the launch ceremony.

Once launched, Dauntless will be towed down river to BAE's yard on the opposite bank of the Clyde at Scotstoun where she will join her older sister to be fitted out.

## wanted for years...'



● Daring's ship's company and distinguished guests celebrate their first Trafalgar Night in Glasgow

was his first time in hospital as a patient in more than four decades on this mortal coil... and his first time on crutches.

Thankfully, his ship is in rather finer fettle. Already Daring has her affiliations – the city of Birmingham was quick to adopt the ship – she has her colours (brick red and yellow), she has an interested sponsor in the Countess of Wessex, keen to keep in touch with all Daring's progress, and she has a motto: *splendide audax* – brilliantly daring.

"It is down to us to inculcate the Daring spirit and ethos for the rest of her career, to set the tone of the ship," says Cdr Shutts.

"It's about taking what is best in the Royal Navy and making it work for the future."

After almost 28 years in the RN, Executive Warrant Officer Steve Delo has pretty much seen it all. Civvy street was clamouring, but he turned it down in favour of Daring.

"I started my career in ships which have long since been forgotten. Now I'm on a ship which will

be around for the next 25 years. This is the ship the Navy has wanted for years. Without doubt, this is the best job in the Navy."

There is, unsurprisingly, a bit of professional jealousy among non Type 45 sailors (so that's most of the Navy – Ed). For every billet on Daring there are roughly ten applicants. Daring's crew are sometimes referred to as "the chosen ones".

Cdr Shutts explains: "It's not knocking what we do in the rest of the Fleet. It's in people's nature to want to do something new. We've been looking forward to the Type 45 for 15 years. Even so I'm bowled over by how many people want to be involved with Daring."

The rest of the Fleet may look upon Daring with covetous eyes, and the Army and Air Force may wonder why Britain is spending hundreds of millions of pounds on 'just' a ship.

To the naysayers, Cdr Shutts is bullish. "Let's make her work, let's show people what she can do."

That hour is coming.



● Reflections in a golden eye... Daring in her flooded-up dry dock at Scotstoun

Pictures: BAE Systems/Cdr David Shutts/LA(Phot) Jim Fenwick



## MWS puts Chileans on course

THE MARITIME Warfare School at HMS Collingwood has completed a successful ten-month warfare and weapon engineering training programme for Chilean crew members of the former HMS Norfolk, now the CNS Almirante Cochrane.

Chilean sailors and officers trained alongside their Royal Navy counterparts, and the programme culminated in the Chilean bridge team going through the Consort bridge simulator before they sailed a Type 23 for the first time.

The second tranche of personnel have now joined Collingwood in advance of accepting the CNS Almirante Lynch – formerly HMS Grafton – in the spring.

The programme has been conducted in conjunction with the RN's training partner Flagship Training Ltd, and has seen practically all pre-joining training courses undertaken by RN staff.

The South Americans will now continue with on-board training with an Attached Training Team, mainly Flagship personnel but augmented as required by RN personnel, before the Almirante Cochrane embarks on sea training under Flag Officer Sea Training early this year.

## D'you hear there?

BRITISH Forces Broadcasting Service (BFBS) radio is now available on Sky Digital Channel 0184.

This means that, for the first time, BFBS is now able to reach British forces stationed across the UK, linking in with the existing coverage of activities in the Middle East, the Balkans and Europe.

Stations in Iraq and Germany are joining BFBS UK to maintain a 24-hour a day service.

# Maritime group aims for clearer vision

**SEA VISION UK**

...take a fresh look at the sea

A GROUP of maritime organisations is seeking to increase understanding of the maritime industry – and the Royal Navy has pledged itself to the cause by creating a dedicated liaison post.

Sea Vision was created to support a sector of the British economy worth more than £40 billion and which employs more than a quarter of a million people.

Backed by key sponsors in the Royal Navy, British Shipping and Lloyd's Register, Sea Vision now includes more than 260 partner organisations, making it the largest maritime group in Europe.

With a remit to specifically target awareness among the young, the group supports many of the aims of the Royal Navy, as well as



Common interest: the QE2 and HMS Cornwall

encouraging co-operation across the industry.

The Royal Navy's first Sea Vision UK Development Manager is Lt Will King, and he is keen to ensure the Navy – one of the founding fathers back in 2003 – knows Sea Vision is there.

Lt King said the group was less prominent during the Trafalgar 200 celebrations in 2005, when the Sea Britain initiative led the way.

But now the onus is back on Sea Vision to ensure the British public gets the message about the crucial role of seaborne trade and activities.

"Early last year the Royal

Navy decided to re-commit to Sea Vision by putting a full-time Warfare lieutenant in instead of just a temporary position," said Lt King.

"It is much better resourced than before, the partnership has expanded – and the Royal Navy is sat right in the middle of it."

One of Lt King's primary objectives is to increase the corporate knowledge of Sea Vision UK within the RN.

"We brief all Commanding Officers designate, and we want ships to take our branding and use it during events like Ship Open to Visitors," he said.

A forum in London staged in November brought representatives from across the sector – including leisure boating, shipping lines and

environmental groups – together to report on progress in 2006 and to map out the campaign for this year.

Specific efforts will include a significant presence at events such as national boat shows, holiday and travel shows and smaller regional events, and increased awareness of the industry in terms of careers and training.

Lt King said that there is much to be gained from the vast network of partners, in terms of support for ship visits, and on the other side of the coin is the need for commanding officers to spot potential within their ships' programmes for linking in to the Sea Vision brand.

For more details of the organisation and events, see the website [www.seavisionuk.org](http://www.seavisionuk.org)

## Learn the lingo

COURSES in Arabic, Pashto and Farsi/Dari are on offer to RN personnel – provided they show an aptitude for languages.

Applications are invited for the next Directorate of Joint Commitment-sponsored long language courses at the Defence School of Languages at Beaconsfield.

The next two 15-month courses start in April and July.

The aim is for students to reach the NATO STANAG 6001 standard SLP3 minimum professional, and are being run in response to the operational need for linguists in Iraq and Afghanistan; the courses are followed by operational tours in the role of linguist interpreter.

Officers of any rank up to lieu-

tenant commander/major, and ratings/other ranks at any level, regular or reservist, may apply, though the application must be endorsed by the volunteer's CO and personnel authority.

Selection is by interview, and candidates must have completed a multi-language aptitude test or hold a formal qualification in a foreign language (minimum A Level grade C).

For details or to obtain an application form, call Barbara Hook on 020 7218 8033, (9621 88033), email [Barbara.hook720@mod.uk](mailto:Barbara.hook720@mod.uk) or [DJC DCMC-DLACC](mailto:DJC DCMC-DLACC) (Dii account), or write to Defence Language Asset Coordination Cell, Room 274, DCMC, Main Building, Horse Guards Avenue, Whitehall, London SW1A 2HB.



## Organisers prepare a barrage of activities

THE gruelling Field Gun competition has for decades summed up the qualities the Royal Navy seeks in its sailors.

Leadership, teamwork, loyalty, mutual respect, determination, professionalism, discipline, courage, humour, a 'can do' attitude, all part of the RN ethos summed up in recent years by the observation that 'The Team Works'.

Now the Senior Service is taking the opportunity to celebrate the event often described as the toughest team sport in the world. 2007 sees the centenary of Field Gun, and a series of events and initiatives is being set in motion, culminating in a spectacular finale at HMS Collingwood in the summer.

Field Gun 100 will be officially launched next month, and the programme will get under way from the end of March.

Events along the way include:

■ A Royal Navy team taking part in the fearsome Swartkop Challenge at Ladysmith in South Africa, celebrating the feat of the original RN and Army contingent which dragged heavy guns across miles of unforgiving terrain to relieve the besieged town of Ladysmith;

■ A Run the Gun challenge, staged between March and May in the form of a revitalised 'Cliff and Chasm' course at Collingwood; the ship's team which sets the fastest time will win a new trophy;

■ The 'Team Works' project, in which field gun teams develop links with local youth groups and leadership schemes.

Field Gun 100 Day will be on June 9, drawing up to 20,000 spectators to see 18 teams battle it out for the Brickwoods Trophy, although there will be plenty of other attractions and exhibits around the site.

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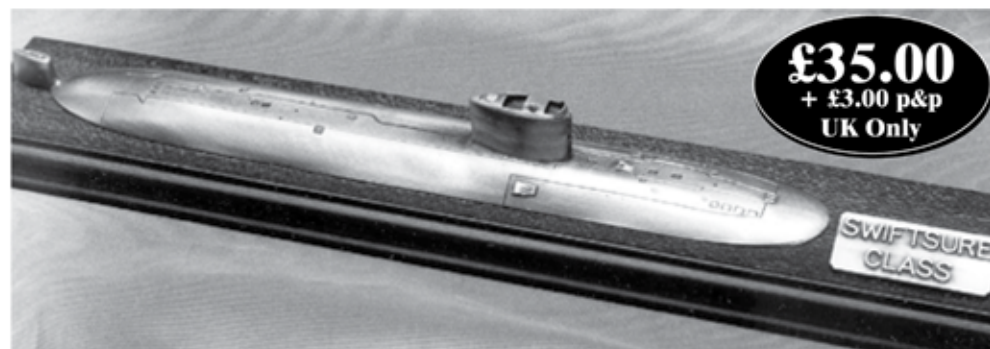
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# Navy warned over souvenir dangers

SAILORS and Royals leaving on deployments are being warned that their souvenirs from overseas could be memorable for all the wrong reasons.

And the complexity of laws covering international export of 'exotic souvenirs' and endangered species means the best advice is often 'if in doubt, leave it out.'

It is not just animals and animal products that could cause a problem – the Washington Convention on International Trade in Endangered Species of Wild Flora and Fauna (known as CITES) regulates trade in more than 33,000 species, of which 28,000 are plants, and CITES bans trade in 800 species all together.

And if none of that rings alarm bells, then a range of potentially-fatal illnesses – including HIV and Ebola virus – could also befall the unwary adventurer.

No one is suggesting that Royal Navy personnel will be setting up illegal imports of endangered species, but to highlight the danger of inadvertently falling foul of the law, Ministry of Defence Police (MDP) officer PC Mark Gray is spreading the word with the help of some hard-hitting images.

As part of his MDP Endangered Species Awareness campaign, PC Gray's presentation features photographs of bushmeat, such as chimpanzee, which looks gruesomely human, and one striking and gory image has the head of a gorilla presented on a plate.

## MINISTRY OF DEFENCE POLICE ENDANGERED SPECIES AWARENESS WILDLIFE CRIME REDUCTION

The message in these cases, according to PC Gray, is simple: "Would you eat this... I wouldn't"; Ebola virus, a particularly nasty disease which causes massive uncontrolled bleeding and is fatal in up to 90 per cent of cases, can be transmitted simply through contact with the bodily fluids of apes.

PC Gray, whose duties as Wildlife Crime Officer have to be fitted in around other standard tasks, is targeting units and establishments to educate staff on the risks they face when shopping for souvenirs abroad.

"I do not have a lot of wildlife crime to deal with in Portsmouth Naval Base in the sense of fox-hunting or badger-baiting," said PC Gray.

"CITES offences are probably the only wildlife offences that could possibly be committed within the dockyard.

"CITES authorities have decided that diplomatic missions and Armed Forces of all member states should be aware of the problem, and as the MDP's CITES officer I have started by talking to and training the Navy police, then the MOD police, then the guards on the gates.

"I will identify ships that are going overseas and liaise with the Navy police on board to come on and talk to the ship's company."

PC Gray has also organised workshops to spread the word beyond the RN and Portsmouth; a recent such event at Fort Blockhouse included Army personnel from Marchwood and

was supported by staff from HM Revenue and Customs, who brought a wide-ranging display of items seized under CITES rules at Heathrow.

CITES consists of 167 member states – the UK was a founder member – and the penalties of breaching the law can be severe; unlimited fines and/or imprisonment.

PC Gray stressed there was no evidence that Royal Navy personnel are bringing in restricted or banned items, but through education and awareness no one should fall foul of the law – and another step will be taken towards preserving species which are at risk of extinction.

## Caveat emptor...

'...let the buyer beware'.

If you are tempted to buy a memento from a far-flung land, just bear in mind that the import of many items may be covered by CITES legislation, either banning it or imposing strict controls.

Such items include:

- Skins and products from cat species such as tigers, leopards and jaguars;
- Ivory items;
- Jewellery, sunglasses and other items made from tortoiseshell and the shells of turtles;
- Orchids and cacti;
- Coral – often used in

necklaces, earrings and ornaments;

- Bushmeat;

- Reptile skins; such items as snakeskin or crocodile skin boots and shoes, bags, belts and watchstraps;

- Caviar;

- Traditional medicinal products, which may include tiger bone, rhino horn and other endangered species.

Some items are prohibited, others require an export and/or import licence.

The advice from UK authorities is: if you are not sure, or have any doubts, then do not buy it.



● Royal Marines boarding parties from HMS Westminster, on CTF 150 duties, approach a dhow in the Gulf of Oman

## RN takes reins of coalition fleet

THE ROYAL Navy is again in charge of the coalition task force which patrols some of the busiest shipping lanes of the world.

Cdre Bruce Williams has assumed the role of Commander Task Force 150 from German Rear Admiral Heinrich Lange on December 6.

Illustrating the cosmopolitan nature of the force, the change of command ceremony took place on board the Canadian frigate HMCS Ottawa.

CTF 150 was established early in Operation Enduring Freedom, and conducts security patrols in the Gulf of Aden, Gulf of Oman, the Arabian Sea, Red Sea, and the Indian Ocean – seas criss-crossed by major routes between the Far East and Europe and the United States.

Their 'patch' covers more than two million square miles of ocean and 6,000 miles of coastline in 12 countries.



Cdre Williams, who is also Deputy Commander UK Maritime Force, said: "It is a huge honour to be asked to take up the reins in promoting security of this vital artery of world trade from my illustrious predecessors."

Cdre Williams' staff, based at a headquarters in Bahrain, reflects the multinational nature of the force, being drawn from 12 of the 18 countries which contribute.



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## Portland is back at sea

FRIGATE HMS Portland is back at sea following an eight-month upgrade at Portsmouth Naval Base – and sailed out into the teeth of an autumn gale.

Improvements to the Type 23 frigate included work on her flight deck and hangar to allow her to carry Merlin, overhauls to her propulsion and weapons systems, enhancements to her accommodation and updates to her IT system.

The work was carried out by Fleet Support Ltd.

The Plymouth-based ship was due to carry out a series of sea trials off the South Coast and spend Christmas alongside in Portsmouth before heading back home early this month.

Portland and her ship's company will then undergo the rigours of sea training out of Devonport until she reaches a state of readiness for operational deployment, around May.

Her Commanding Officer, Cdr Rob Bellfield, said: "It is good to have the ship back at sea where she belongs – the most satisfying aspect of seeing all the new joiners settling into the routine of a fighting warship."

LOOKING after a treasure trove can be a rather expensive business.

But the more ships, squadrons and units make use of this unique hoard, the more money there is to look after it.

The treasure – in the shape of pieces of silver, paintings, furniture, a genuine Fabergé egg and even one of the most famous high-society women of her day – is in the hands of the Royal Navy Trophy Fund.



And the RNTF's ledger shows a collection which runs to around 17,000 items with a value in excess of £10 million.

While some of the items have an obvious monetary value, others have a historical value which is virtually impossible to quantify; what price Lady Penelope, from *Thunderbirds*?

The upper-crust puppet was presented to frigate HMS Penelope in June 1967 by film and TV production company Century 21, which was affiliated to the ship, and was believed to be the only one of the original models which survived a clear-out after filming ended.

The name RN Trophy Fund is somewhat misleading, as the Trophy Centre in HMS Nelson is not crammed full of silver cups with large handles.

The official definition of a Naval Trophy is "an item which is, or may become, of historic or commemorative significance, or of interest to a past or present Naval unit, or to the Royal Navy generally."

"To become a trophy an item must be considered worthy of long-term retention and care by the Service."

Any gift or presentation is generally made to the Royal Navy as a whole, rather than to an individual person or unit, and RN personnel should bear in mind that any such gift will be considered a trophy unless the RNTF Trustees decide otherwise.



● Four of the five members of the RNTF Board of Trustees at the Trophy Centre in HMS Nelson; from left, CPO Colin Armstrong, Cdr Richard Murrison, WO Chris Browne (leaning on the binnacle from Capt Scott's SS Terra Nova) and Capt Chris Page, seated in Nelson's recently-restored armchair. Cdre David Steel is the fifth of the Trustees. In the background, centre, can be seen the original Lady Penelope Creighton-Ward from *Thunderbirds* (also pictured left)

As a charity, the Fund must earn much of the money it needs to keep running – the bulk of the expenditure goes on repair and refurbishment, and on the purchase of new trophies such as paintings or silver table centrepieces for new ships where no existing trophy, perhaps from a former ship with the same name, is available.

The bulk of the money raised comes from hire fees – although the majority of trophies go out on long-term loans, other items can be borrowed for specific occasions, such as Trafalgar Night or Pickle Night dinners.

Another source of cash is from the disposal of trophies which the

Trustees decide have passed their sell-by date in terms of relevance to the RN.

It is hoped that in future such disposals can be conducted through sealed bids from Service and ex-Service personnel, with details of auctions published in *Navy News*; remaining unsold items will be offered for public auction.

But the Trustees are keen to spell out that the items they look after belong to each and every Serviceman and woman – they are part of the Royal Navy's heritage.

Naval personnel visiting HMS Nelson who would like to visit the Trophy Centre should call Portsmouth Naval Base 23878.

## Mersey wins the Jersey

IT'S the Jersey for Mersey as the patrol ship proved her worth by taking a top Navy trophy.

The Jersey Cup is awarded to the most outstanding Offshore Patrol Vessel of the Fishery Protection Squadron, and Mersey took the title for her 'tenacious' enforcement of legislation on behalf of the Marine Fisheries Agency.

Over the year Mersey completed 209 patrol days and carried out more than 360 inspections of UK and foreign fishing boats, leading to the discovery of 48 notifiable infringements and the achievement of nine detentions – all in a "firm but fair manner," according to the citation.

The cup itself – an impressive silver trophy, originally presented by the Channel Island to the World War 2 warship HMS Jersey – was presented to the Commanding Officer of the River-class ship, Lt Cdr Ian Lynn, by the Lieutenant Governor of Jersey, Lt Gen Andrew Ridgway, on board Mersey.

The cup was then taken back to its home, the island's museum, where it remains on public display.

The Fishery Protection Squadron is the oldest squadron of the Royal Navy, dating back to at least the 16th century.

## German visit

NAVAL cadets from the Home Counties were so pleased with a visit hosted by the German Navy that they are hoping to plan another foreign trip for this summer.

Members of the Naval Cadet Corps from TS Invincible, based at Bletchley Park – home of the Enigma code breakers – visited the Germans in Hamburg over the summer, learning about their navy and managing to fit in a little sightseeing and shopping for good measure.

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This long sleeved striped rugby shirt is embroidered with the Royal Navy logo. Available in red/navy/white or light blue/navy/white. Sizes to fit: S:32/34" M:36/38" L:40/42" XL:44/46" XXL:48"

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# The clock is ticking for Astute

FOR years it has been nothing more tangible than a project.

It may have started in the early 1990s as a concept, and developed into a design, but it has been a project for a long, long time.

But all that is changing now, for very soon it will be real.

The pieces of metal – thousands of them, cut and shaped with tolerances down to hundredths of a millimetre – have been fashioned into giant rings and massive slot-in modules.

Even now, with the major components all fitted together, there is still a web of scaffolding and shrouds of plastic, and holes, hatches and gaps by the hundred.

But the end is now in sight, and the clock is ticking down.

Within six months this gargantuan programme, with all its technological challenges, its years of delays, will have delivered a very capable submarine.

On June 8, the door of the Devonshire Dock Hall at Barrow-in-Furness will open and the sleek black form of HMS Astute will creep from its cavernous depths.

That Friday will be a memorable one for the town, although the day will be dry in at least one sense.

For the 7,800-tonne boat, the first to be built at Barrow since HMS Vengeance was launched in September 1998, will be gently lowered on a shiplift into the water over the subsequent weekend.

She will then move no further than a few metres, tugged round to the adjacent jetty, where she will continue to prove herself and her systems until she can be delivered to the Royal Navy towards the end of the summer of 2008.

And while Astute is prepared for her big day, work at the BAE Systems Submarines yard continues on her two sisters, Ambush and Artful, with the lessons learned on Astute still helping to drive down the costs on boats two and three.

Items for a projected fourth boat have also been ordered to mitigate against delays as the existing hunter-killers which the Astutes will replace – the Swiftsure and Trafalgar classes – are approaching the ends of their working lives.

In the specialised field of nuclear submarine production, supply lines have to be protected against the cyclical nature of the work, and BAE Systems has recently bought equipment from a Scottish firm which is leaving the market.

Gary Davies, Fabrication Manager in the New Assembly Shop, is currently overseeing the installation of a refurbished 2,500-tonne steel press which was bought from the firm in Motherwell.

He said when the original



supplier decided to end their involvement in the work, BAE Systems searched worldwide for an alternative, but no one could come even close to producing the crucial domes at either end of a submarine's pressure hull.

"So we decided to buy the press at Motherwell, refurbish it and do it ourselves," said Gary.

"It is not just a question of stamping a piece of metal on a press – it is almost like moulding and kneading it into shape, working on one side while making sure the other side isn't doing its own thing."

"A top designer, who had worked in the car industry, looked at what we do and the material we use, and he said it cannot be done."

"But it can, because we do."

And to make sure the refurbished press would deliver what was needed, BAE Systems even 'borrowed' the operator so that he could train staff at Barrow.

As work has progressed so the confidence of managers and workforce has grown.

Assembly work has moved left along the 'production line' with each successive boat leaving the New Assembly Shop in a more complete state.

Because workers with different skills – such as welders and electricians – work closely as a team, with a common interest in hitting production targets, BAE Systems has slashed costs in this area alone by up to a fifth.

Techniques learned from the Electric Boat division of General Dynamics in America have proved invaluable, and the Barrow workforce have in many cases honed them further, pointing the way ahead to the Americans.

The gap between Vengeance and Astute caused problems, but that has now been put right.

"You cannot just get the workforce to sweep floors and wait for the next order," said Cdr Paul Knight,



● HMS Astute (left) is now in one piece as her June launch date draws near, while the hull sections for HMS Ambush (right) are being assembled as rafts of pre-built modules are slid into place

Picture: BAE Systems

Attack Submarine Assurance and Acceptance Manager.

"Building up the skills has taken a long time and there are people here who have never built a nuclear submarine before."

"But we are now in a position to build any more Astutes and any other submarines in the future."

And yet safety is still the foundation upon which all this effort is built – each part has to be as close to perfect as possible, and with the bridge fin alone requiring 3,500 steel parts, it is a tall order.

The new boats are crammed full of electronic equipment, screens and processors, and the modular build has helped cut costs and time here as well.

In the past equipment was tested outside the boat, pulled apart, dragged on to the boat, re-assembled inside again – with individual shockproof mountings – and then tested again *in situ*.

Now the equipment is tested when fitted to a module, which is then fixed in place with its own shockproof rubber mountings.

And as modules are assembled away from the hull, they can be connected up in 'plug and play' fashion – creating a virtual submarine – to ensure that systems talk to each other before the sections are slotted into place.

This also means Royal Navy submariners can come in and train on the actual equipment they will use when the boat goes to sea, without holding up construction work.

Although the first of a new class of boat, plenty of the equipment in Astute has been tried and tested.

The sonar fit is operating on some of the Swiftsure and Trafalgar submarines, and the reactor core, Core H, already powers Trident submarine HMS Vanguard.

Even during the building of the first three boats new ideas are being implemented, including something as simple as removable ceiling panels to access services.

Instrumental to the drive for innovation is the Pride scheme, which challenges workers to dream up novel approaches to problems.

As Navy News went to press, Astute's galley – which stretches across the width of the hull – was due to be tested, with a cook-out event for the installation team helping to put the equipment through its paces.

The Commanding Officer of the boat, Cdr Mike Walliker, joins the boat at Easter, and most of Astute's technicians are already part

of the nascent crew, which is currently at about half its full complement of 110, bringing with them expertise which is again fed back into the build programme.

"Things really start to kick off when the captain joins and we start to focus on the way we do things," said Lt Cdr Ian Wylie, who as the most senior Naval officer on the crew is currently

Weapon Engineer Officer and Executive Officer of Astute.

The crew is also getting involved in the community, playing football matches, joining Remembrance parades and taking on projects such as gardening and painting for Age Concern – all building on a relationship between the Submarine Service and Barrow that stretches back more than a century.

"And for us as a ship's company it will be a privilege to be first of class," said Lt Cdr Wylie.

"You can take a boat out of build, but it is the whole host of other things that comes with being first of class."

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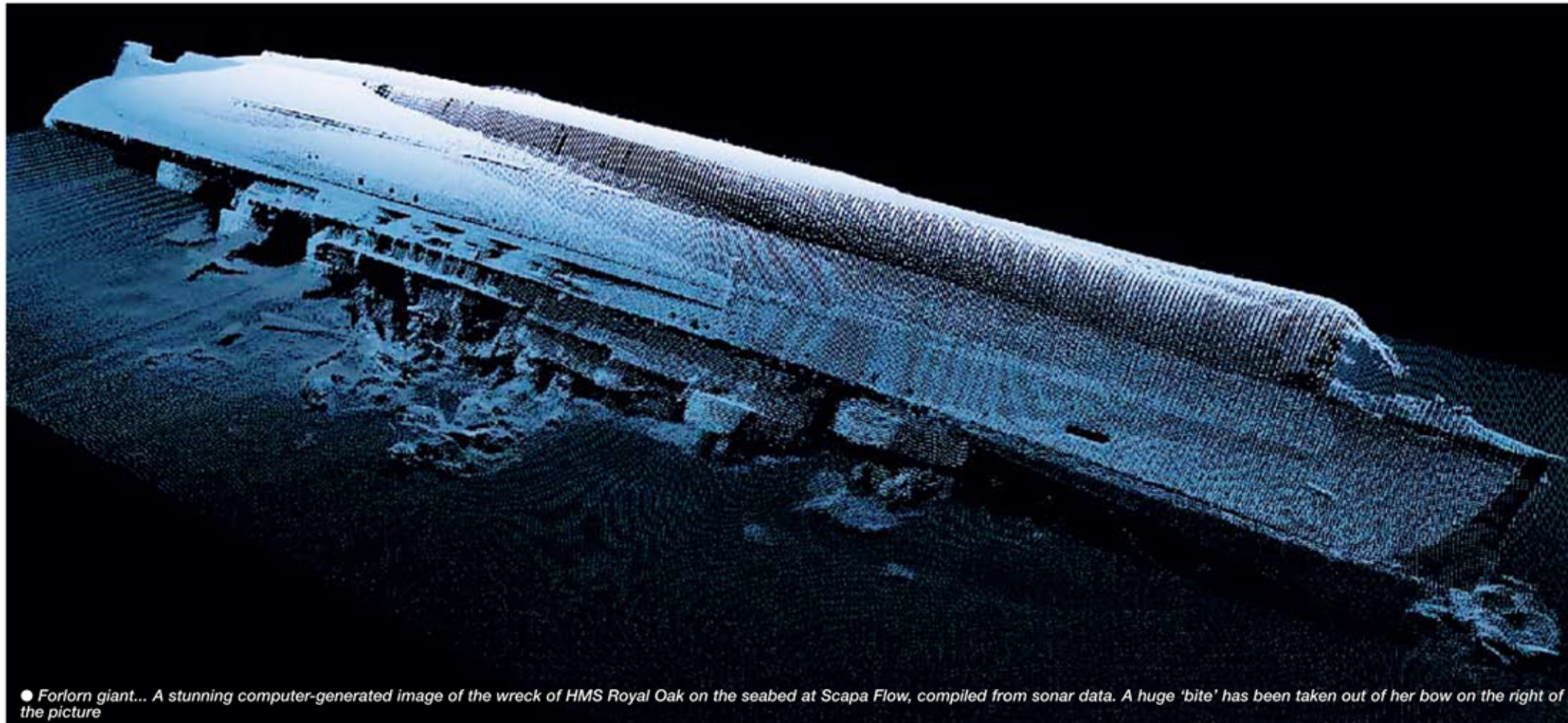
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● A BAE Systems graphic of HMS Astute at sea





● Forlorn giant... A stunning computer-generated image of the wreck of HMS Royal Oak on the seabed at Scapa Flow, compiled from sonar data. A huge 'bite' has been taken out of her bow on the right of the picture

# The spectre of Scapa Flow

GHOST-LIKE, upturned and slewed at a 145° angle, her superstructure crumpled, a huge 'bite' taken out of her bow yet the rest of her hull remarkably intact, this is HMS Royal Oak as you have never seen her before.

Sixty-seven years after she rolled over and sank in Scapa Flow, underwater archaeological experts have produced the most detailed sonar images of the stricken giant – images the ordinary camera could never capture.

Royal Oak fell victim to the skill and audacity of U-boat ace Kapitänleutnant Günther Prien in U47.

He slipped through the defences of the Royal Navy's wartime anchorage in the Orkneys and put four torpedoes into the dreadnought in October 1939.

The battleship sank in less than 15 minutes; of her ship's company of more than 1,200, 833 perished.

Beyond the immediate aftermath of personal tragedy and harm to British and RN prestige, the Royal Oak disaster has left a more long-standing legacy.

For over a decade Whitehall has

been trying to prevent oil leaking from the ship's fuel tanks.

To date, 884 cubic metres (194,452 gallons) of oil has been pumped out of the wreck; anywhere between 153,000 and 286,000 gallons are thought to be still trapped in her hull.

All oil has been removed from Royal Oak's outer tanks using a method called hot tapping, fitting valves at strategic points.

What remains lies in her inner tanks.

Given Royal Oak's status as an official war grave, the importance of preserving Scapa Flow's environment, and the danger of explosions caused by munitions trapped in the upturned hull, tapping those inner tanks is an extremely delicate task.

A pilot scheme using specialist gear in 2005 proved that oil from the inner tanks could be withdrawn.

But before any large-scale tapping could begin, a detailed survey of Royal Oak was crucial.

The MOD called upon Adus, sonar and wreck survey experts from the University of St Andrews, to find out what state the wreck was in and how stable it was before tapping those inner tanks

began in earnest.

The Adus team used multi-beam sonars to scan the wreck; this data was then turned into 3D images by computer wizardry.

"The survey work used cutting-edge technology and visualisation techniques specifically developed for this task," explained Craig English of the Salvage and Marine Operations team.

Martin Dean, a maritime archaeologist with Adus, said the result of the survey produced a breathtaking view of Royal Oak's crippled hull, with the places where Prien's torpedoes struck clearly identifiable.

For maritime archaeologists and environmental experts, the work proved invaluable.

"The sonar images are of such accuracy that even small changes in the hull over time can be monitored closely year on year," Mr Dean added.



"This will not only help reduce the impact of a catastrophic failure of the hull should it occur but, better still, allow a much greater understanding of how and when the wreck might break up."

Something no survey could accurately predict was how much the shells, cordite and other ammunition in Royal Oak's magazine had deteriorated.

As a result, time spent working on the wreck was kept to a minimum to avoid any potential disturbance.

Other disturbance to avoid is that to marine and wildlife at Scapa, in particular wintering seabirds.

Consequently, two weeks in September were deemed to be the best time to tap the oil tanks – and minimise the risk to wildlife if any oil spilled from the hull.

In typical autumnal weather at Scapa (ie cold, wet and windy), a team of expert divers under the guidance of the MOD's Salvage and Marine Operations team began to remove the oil from the inner tanks.



● Royal Oak looking from stern to fore, her huge intact rudder clearly visible

Images: MOD/Adus/Chris Rowland

"Despite the challenging weather conditions, the team spirit was very high – boosted by the fact that the support barge steadily filled with viscous, dark

Venezuelan furnace oil," Mr English added.

See *Navy News'* website for more sonar images from the wreck of Royal Oak.

## ... and the Bull of Scapa Flow

ROYAL Oak was the first British capital ship lost in World War 2.

Most survivors initially attributed her loss to an accident in the magazine or, more likely, an act of sabotage.

But on Tuesday October 17 1939, three days after the sinking, Germans tuning into their radios heard a fanfare followed by the words: *Das Oberkommando der Wehrmacht gibt bekannt* – the Supreme Command of the Wehrmacht reports.

"According to a report by the Commander of German U-boats, the battleship Royal Oak and battle-cruiser Repulse were torpedoed in the bay of Scapa Flow."

Attempts by U-boats in World War 1 to penetrate the Scapa defences and cope with the notorious currents had failed but reconnaissance by the Luftwaffe and U-boats suggested to Dönitz that a boat could slip into the harbour and wreak havoc among the Home Fleet.

The choice fell on Günther Prien, commander of U47, an officer Karl Dönitz – head of the U-Bootwaffe, felt "possessed



all the personal qualities and the professional ability required".

The 31-year-old (pictured above) was regarded as the most aggressive and daring of U-boat commanders. Colleagues referred to him as *Bumskopf* (thunderhead) because of his sheer determination – and lack of sophistication.

In the first month of war Prien had demonstrated his ability with a successful, if unspectacular, sortie in U47, sinking three merchant ships in consecutive days before being recalled to Germany.

Prien was briefed personally by Dönitz, who told the U-boat

commander it would not be held against him if he refused the mission.

He did not decline. U47 left port on October 8 and headed across the North Sea through stormy seas before arriving off Scapa Flow on the thirteenth. Prien waited there submerged throughout the day. As night fell he slipped through the narrow entrance to the natural harbour and found two battleships at anchor, the Royal Oak and Repulse. From 4,000 yards Prien fired three torpedoes, one striking the Repulse but failing to have any impact.

U47 came about and 18 minutes later, around 1.20am on Saturday October 14, Prien fired a further spread of three torpedoes. He recorded in his diary: "There is a loud explosion, roar and rumbling. Then come columns of water, followed by columns of fire and splinters fly through the air."

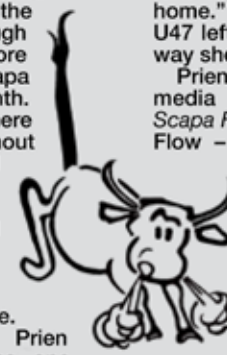
The harbour sprang to life. "The bay awoke to feverish activity," Prien later wrote.

"Searchlights flashed and probed. There was only one thing to attempt now. Get out of this witches' cauldron and take the boat and crew safely home." With her tubes empty U47 left Scapa Flow the same way she had come in.

Prien was hailed by the Nazi media as the *Der Stier von Scapa Flow* – the Bull of Scapa Flow – a title he relished; a snorting bull mascot was painted on U47's conning tower.

In Berlin the Kriegsmarine's leaders gloated over the destruction of the Royal Oak and the damage Prien had inflicted on the Repulse. "A glorious success and proof of the outstanding operational efficiency of our 'youthful' U-boat arm," its diarist recorded. "Across Germany it enhances the respect for the Navy and stimulates affection for our 'youthful' U-boat arm."

Prien and his boat were lost with all hands in March 1941 off Ireland when a pack of destroyers led by HMS *Wolverine* hunted U47 down after it sank a whaler.



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## Rainbow shines for MWS

THE Rainbow Centre in Fareham enjoyed the sounds of the HMS Collingwood Volunteer Band when they opened their new Bradbury building in Fareham.

But the centre, which cares for children with cerebral palsy, did not just benefit from their mellifluous music, but also from their kind hearts.

Last summer the band played a special concert at a BUPA-run nursing home in Maidenhead – this plus other efforts meant a total of £1,146 was handed over to the Rainbow Centre.

■ A GOSPORT school is now a slightly cheerier place due to the Chaplaincy coffee bar at HMS Collingwood.

The coffee bar, for punnish reasons, was always known as Chaplins, but a revamp of the building saw the old Charlie Chaplin theme consigned to the past.

But Brune Park School had named their common room Chaplins – so all the memorabilia, statues and posters went to a welcoming new home.

## Marines help out the Army

AT the Commando Training Centre Royal Marines at Lympstone it is goodbye to blankets and hello to duvets.

But with over a thousand decent woollen blankets now left unwanted, stores accountant Sgt Paul Cooper came up with a bright idea.

"I asked if we could donate a number to a worthwhile charity to help those less fortunate or who had fallen on hard times, and the Salvation Army was the obvious choice," he said.

The Exeter Salvation Army Corps were pleased to take on 180 blankets to help the city's homeless community.



● Profits from the 'Support our troops' pin-badge will go to SSAFA Forces Help

## Badge of pride

SALES of a new pin-badge will go to support Service charity SSAFA Forces Help.

For each 'Support our troops' badge sold for £2.99, £1 will go into the coffers of the fully-titled Soldiers, Sailors, Airmen and Families' Association – Forces Help.

Businesswoman Debra Bondance came up with the idea to show support for the troops serving all around the world: "I think that the people serving in our Forces do a fantastic job for us all, putting their lives at risk both here and abroad."

To find out more, telephone 01884 34835 or visit [www.militaryfigures.co.uk](http://www.militaryfigures.co.uk).

■ MORE good news for SSAFA supporters – the charity is one of three chosen to benefit from the 2006 Daily Telegraph Christmas Appeal.

Throughout December, the Telegraph drew attention to the work of the Forces charity.

The 2005 appeal raised £825,000 for the newspaper's three chosen charities. The 2006 fundraiser is shared between SSAFA Forces Help, the MicroLoan Foundation, and Chailey Heritage School in Sussex.



● The 'Airy Fairies' of HMS Sultan – or Air Engineering Technicians from the Initial Training Group

# Airy Fairies care for bear

THAT poor wounded bear has been popping up in establishments around the country in need of the tender care of a mixed batch of Naval personnel.

We're not entirely sure if Pudsey should have been left to the mercies of the Airy Fairies of HMS Sultan...

The Air Engineering Technicians of the Gosport establishment apparently have a reputation for not missing any opportunity for a spot of dressing up.

But it wasn't just them getting involved, the 'soak a sailor' sponge-flinging stall proved a popular money-raiser, as did coffee mornings, auctions and a marathon static cycle-ride around the length of the M25 (bit like being in a car, then) – all netting more than £1,500.

Poor old Pudsey had to be rescued from the top of a training tower at Cornwall's HMS Raleigh.

Lt Matt Chappell of the RN Motor Cycle Club (RNMCC) clambered to the top of the tower to a watching audience of children from Carbeile Junior School in Torpoint, who handed over £75 to the bear's heroic rescuer for Children in Need.

The children's money came from a poster competition at the school to advertise the BBC's fundraising evening.

Climber Matt said: "It was fantastic fun. The guys from the Naval Military Training school looked after me very well and made sure I was safe."

"It's the first time I've done anything like this and I couldn't have done it without the children's support."

Costumes were the order of the day at HMS Collingwood with fancy-dress Divisions.

More than 300 sailors and



● Lt Matt Chappell rescues Pudsey Bear from a Raleigh training tower to the cheers of children from Carbeile Junior School and Cdre John Keegan, CO of HMS Raleigh

Picture: Dave Sherfield

civilians formed up in unusual-looking platoons across the parade ground, and £766 was bagged for the BBC's bear.

Despite the November rain, the Physical Training staff of HMS Excellent managed to tempt more than 80 people out to walk a mile for Children in Need, raising £496.

Any bear would choose to benefit from the activities of RNAS Culdrose, where a big breakfast was on offer.

With the help of Tesco, the Culdrose Community Centre served up a mountain of bacon rolls to anyone who stopped by,

all cooked up by the base's First Lieutenant Andrew Stillwell-Cox.

Organiser Gemma Raby said: "We are still counting the money that has been collected."

"People have been really generous – they have been buying a bacon roll and leaving £10 notes!"

The Helston air base was another one of the 28 defence establishments visited by the Navy's motorcyclists of the RNMCC, who drove in formation down the mile-long runway and raised some £2,000 in the process.

■ More on Pudsey next month

## Penzance picks up speed

FOR members of HMS Penzance's ship's company the pace of life almost doubled when they paid a call on their affiliated Penlee lifeboat.

While the little minehunter has a top speed of some 12 knots, the lifeboat, based in Newlyn near Penzance, can top 24 knots, which made for a rip-roaring trip around nearby Mount's Bay.

The team weren't just enjoying a trip around the Cornish coastline however.

The reason for their visit was to present £400, raised through a collection on board when the ship played host to more than 8,000 visitors during the Glasgow River Festival.

Commanding Officer Lt Cdr Ben Ripley said: "I am honoured to spend time with the team from our affiliated lifeboat."

"Their extraordinary courage and selflessness in the routine pursuit of their voluntary work has such a positive effect on so many lives around this dangerous coastline."

## Brian gets energised for Vitalise

MOD GUARD Brian Kilgannon of HMS Raleigh pedalled his way to £2,000 for charity, riding a distance of 1,017 miles in 60 hours on his exercise bike.

Brian, a former Royal Marine Colour Sergeant, rode non-stop for almost three days in aid of the Vitalise Churchtown Centre in Lanlivery, Cornwall.

He said: "I feel absolutely brilliant although I'm a bit saddle-sore."

"People have been popping in to see me all weekend, and I'd like to thank everyone who has supported me, particularly my wife Carol and grandson Reggie."

As well as sponsorship from personnel on the training base in Cornwall, local firms made donations to keep the pedals turning for charity cash.

The Vitalise centre became the adopted charity of HMS Raleigh in 1985, and is often visited by trainee sailors from the base.

The centre offers essential breaks for disabled people and their carers.



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## Melts melts American hearts

THE Vela deployment to West Africa brought a taste of America for CPO(MEA) Tim 'Melts' Mowbray, one of the 44 in Naval Party 1600 on board RFA Diligence.

A problem with the engines on board the USS Elrod off Sierra Leone meant a call to help to the engineering experts on Diligence.

Melts arrived on the American frigate for one night's work, but the time stretched into seven days.

But this wasn't a problem for the RN engineer – "I loved it on there. I was so well looked after."

"I was the only Brit on board and I was given the red carpet treatment really."

We are intrigued to know how he explained his nickname to his American counterparts, for whom the pork pie must be an alien concept...

Cdr Teresa Sanford, commanding officer of the Elrod, praised his extensive assistance and technical expertise and the hours that he had committed to "an unusual and extraordinary repair effort".

## Setting up an enigma

A TEAM of sailors are setting up an enigma in HMS Sultan.

CPO William Smith is part of the group developing the Royal Navy's challenge to Young Engineers, Operation Enigma 2007.

The big day falls on March 29 with the Gosport establishment already gearing itself up for its engineering hopefuls.

"It will be manic on the day, but I'm looking forward to it," said CPO Smith.

In 2006 more than 400 children from schools across the UK gathered at the Gosport establishment to take on Operation Intercept, engineering a solution to drug-running in the Caribbean.

The 2006 winners spent a day at sea in HMS Westminster on Staff College Sea Days and plans are in hand for a suitable prize for this year's top school team.

The event itself is run in conjunction with charity Young Engineers and Sea Vision UK.

For more information, visit [www.youngeng.org](http://www.youngeng.org).



● Gordon Passmore inside a Barracuda in the Fleet Air Arm in 1944

# The uniform stays on

THE month of December saw Naval veteran Gordon Passmore achieve the remarkable feat of 65 years of continuous uniformed service.

The 83-year-old signed up for the Home Guard in 1940, and was called up for war service in December 1941, volunteering for the Fleet Air Arm.

Obtaining his wings as a Telegraphist Air Gunner, Gordon flew Fairey Swordfish on anti-submarine patrols; he also flew Barracudas on carrier HMS Implacable; then shifted into Grumman Avengers on the same ship.

Whilst on Implacable with the British Pacific Fleet off Ceylon (today Sri Lanka), Gordon was shot down during a night raid on Japanese shipping.

But after several hours in the

water, the destroyer HMS Teazer came to his rescue.

Post war and post full-time service, Gordon continued to fly but at 36 he breached the upper limit for flying as a reservist.

However Gordon did not want to abandon his life in uniform, and joined the Territorial Army as a gunner with C Battery of the Honourable Artillery Company (HAC).

In 1967 the TA was re-organised, and Gordon – by now promoted to Battery Sergeant Major – retired from active life and joined the HAC's Company of Pikemen and Musketeers.

And for 39 years Gordon has been in that uniform, bringing colour and pageantry to Armoury House and the Lord Mayor of London's events, including the 2006 Remembrance ceremonies.

Outside his uniformed life, Gordon was demobbed in 1946 and qualified as a surveyor. He has been closely involved with local politics, and was twice Mayor of Wandsworth.



● Gordon Passmore, of the Company of Pikemen and Musketeers, Honourable Artillery Company



● LCH Gavin Tuach, OM Rob Fast, OM Shane Martin – all from Bideford and all in HMS Chatham

## Bideford boys

THREE young men, all from the Devonshire town of Bideford and all from the same school, are serving together on board frigate HMS Chatham.

For two of them, OMs Shane Martin and Rob Fast, the Type 22 is the first ship in their RN careers, while LCH Gavin Tuach has previously served in Scott.

The three arrived home in November from the warship's

six-month deployment to the South Atlantic.

Shane said: "This has been a fantastic trip and the highlight for me was Chile in South America, as there was so much to do – skiing one day and on the beach the next."

"We have seen some amazing places but after six months away I am now looking forward to getting home and seeing my family."



● Chelsea Thomas (centre) with her heroes, and some fliers... Lt Cdr Oz Rhodes, Lt Cdr Simon Kirkham, Lt Cdr Matt Shrimpton, LACMN Spike Hughes

## Chelsea thanks 771

A KICK to the head from a pony knocked 12-year-old Chelsea Thomas to the ground semi-conscious, and an emergency dash to the Royal Cornwall Hospital made it clear that Chelsea needed specialist treatment.

A Search and Rescue Sea King from RNAS Culdrose was scrambled to take the badly-injured girl at speed to the neurological experts at Frenchay Hospital in Bristol.

Eight weeks later, Chelsea visited her rescuers in 771 NAS to thank them for her emergency helicopter ride – and to give them a big tin of Cadbury's Heroes as her heroes.

Her mum Catherine said: "Chelsea's a fighter, she has surprised us all at her progress and we want to thank everyone involved from start to finish."

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● Grandson CH Darren Harper and grandfather Chief Yeoman George James who both won their crossing the line certificates in HMS Chatham

## It's all just a little bit of history repeating...

OLD King Neptune must have had a moment of déjà vu in 2006 when a familiar face entered his realm.

That year CH1 Darren Harper in HMS Chatham 'crossed the line' and netted a Royal Decree from the old seadog. Some eight decades earlier, Darren's grandfather Ordinary Signalman George James netted his own decree in a previous HMS Chatham.

The two men have in common not just a ship, a certificate and a Service, but the freedom of the seas and the protection of sharks, dolphins and whales.

The older generation is further buttressed by the assistance of crabs, yet the younger enjoys the support of eels for some reason.

Grandfather left after 25 years in the Service as Chief Yeoman of Signals, a career that Darren hopes to emulate; he said: "The first five years have flown by and I'm looking forward to the next 15."





## Coveted prize for 824 NAS

THE Royal Navy's largest Naval Air Squadron has been awarded the hugely-coveted Rolls-Royce Engineering Efficiency Trophy for 2005.

The award recognises the wide range and scale of engineering achievements and efficiencies achieved by 824 NAS throughout the year.

Operating from RNAS Culdrose in Cornwall, the Merlin helicopter squadron is responsible for training all aircrew and engineering staff for Merlin HM Mk1 – the Navy's submarine hunters – before they move to a front-line operational unit.

In addition to eight aircraft and 250 staff aircrew and maintainers, the squadron uses a state-of-the-art simulation facility where most of the training takes place – in 2004-05, more than 350 air engineers received training on the unit.

The trophy was handed over by Capt Mark Thistlethwaite, Fleet AE DACOS, and Martin Fausset, MD of Rolls-Royce Defence Aerospace, to AET Reece, the youngest member of the squadron.

To achieve the award the squadron doubled aircraft availability and increased its flying rate by an average of 141 per cent.

The CO of 824 NAS, Cdr Dane, said: "I am extremely proud that 824 NAS has won this accolade, recognising the consistent levels of endeavour by a versatile and focused team of air engineers."

"The squadron continues to apply itself to the training and work ethos recognised in our mission statement: to ensure that we deliver all Merlin courses in our care to front-line standards by providing correct, relevant and streamlined training."

### Three from one

TWO Naval Air Squadrons were re-commissioning at RNAS Culdrose as *Navy News* went to press.

The ceremony saw the re-appearance of 854 and 857 Squadrons, which replace 849A and 849B Flights to give, with 849 NAS, three autonomous Airborne Surveillance and Control squadrons.

See our next edition for more details.



● Lt Stuart Faulkner assessing structural damage to a Chinook at Kandahar air base in temperatures of up to 40 degrees

# Repair experts keep the helicopters flying

WE KNOW about the Royal Marines in Afghanistan, and we have also seen a fair bit of 800 Naval Air Squadron out there, too.

But there is a handful of other sailors doing their bit in the troubled country – and an important bit it is too.

These are the expert technicians of the Forward Support Mobile Aircraft Support Unit, or MASU, who are responsible for tri-Service helicopter structural repairs worldwide.

Since the middle of last year, MASU has deployed a Repair Officer and Repair Team into Kandahar, and they have already saved a good deal of taxpayers money by repairing aircraft – particularly RAF Chinooks – in theatre, avoiding the expense of transporting them back to the UK.

It also means the aircraft are

put back into service supporting the troops much more quickly.

Currently involved in repair work to three Chinooks in Camp Bastion near Lashkar Gah, the team have been mobile in theatre and have seen some action during their stay.

What with frequent mortar attacks, raging heat – up to 50°C – in summer and torrential rain in winter, they have found conditions challenging.

Repairs have ranged from small arms damage to temporary replacement of a complete undercarriage structure to return an aircraft to the UK.

The in-theatre Repair Officers

(also Air Engineers), Lt Stuart Faulkner RN and Capt "Polly" Parrott REME, have been busy designing repair schemes and briefing the command on the implications of structural damage sustained by the helicopters.

In their spare time between fixing aircraft, the repairers, led by CPO Andy Phipps, built a bar and welfare facility from scrap wood 'found' lying around the Kandahar Airfield – for which the Commander Joint Helicopter Force (Afghanistan) awarded them a commendation.

A second Repair Team, led by CPO Daz Quirke, was recently sent into theatre to aid the

Chinook repairs and provide back-up for the duty crew in the event of more repairs being required.

So far, some 15 members of MASU have found themselves in Kandahar at one time or another, and as long as the helicopters are taking damage there, MASU will be there to repair them.

## Quorn visits Isle of Man

HAVING spent two days surging and rolling through large waves and storm-force winds, the ship's company of HMS Quorn were mighty relieved to reach Douglas on the Isle of Man for a formal visit.

The Hunt-class minehunter's two-day stand-off coincided with a range of Naval activities, including a demonstration by the RN Presentation Team, a concert by the Royal Marines Band of Scotland and a visit by members of the off-watch crew from Trident submarine HMS Vigilant.

The whole programme was presided over by Rear Admiral Philip Wilcocks, Flag Officer Scotland, Northern England and Northern Ireland, who held an official lunch on board Quorn, which was also attended by the Lieutenant Governor of the Isle of Man, Vice Admiral Sir Paul Haddacks.

The ship's company of Quorn were given a warm welcome by the people of Douglas.

They hosted visits by five schools, and Year Six from Arbury Primary School spent most of an afternoon on a tour of the ship.

Having interviewed several sailors for the school's website, the 10 and 11-year-olds were so taken with life in the Navy that a number of them wanted to know where they could sign up.

On leaving Douglas, Quorn spent three weeks on fishery protection patrols in the Irish Sea before returning to Portsmouth for Christmas.



## Yeovilton greets squadron

YEOVILTON was due to welcome a newcomer to the air station as *Navy News* went to press.

The Somerset base is to be the new home of 727 Naval Air Squadron, which helps select and train future Naval aviators.

Based at Roborough Airport, Plymouth, since 1949, the former RN Flying Training Flight started life as a recreational unit, operating Tiger Moths.

It later began grading college entrant aviators before they began formal flying training, a role which became the unit's primary function in 1966, by which time it was operating Chipmunk aircraft.

Grob trainers replaced the Chipmunks from 1994, and in December 2001 the Flight was commissioned as a Naval Air Squadron.

The arrival of 727 at Yeovilton was due to be marked by a flypast of the five aircraft of the squadron – aptly named the Tutor – as well as a Chipmunk from the RN Historic Flight and a Tiger Moth.

The move allows new naval officers to experience life on a busy front-line Fleet Air Arm station while they are being screened for aviation duties.

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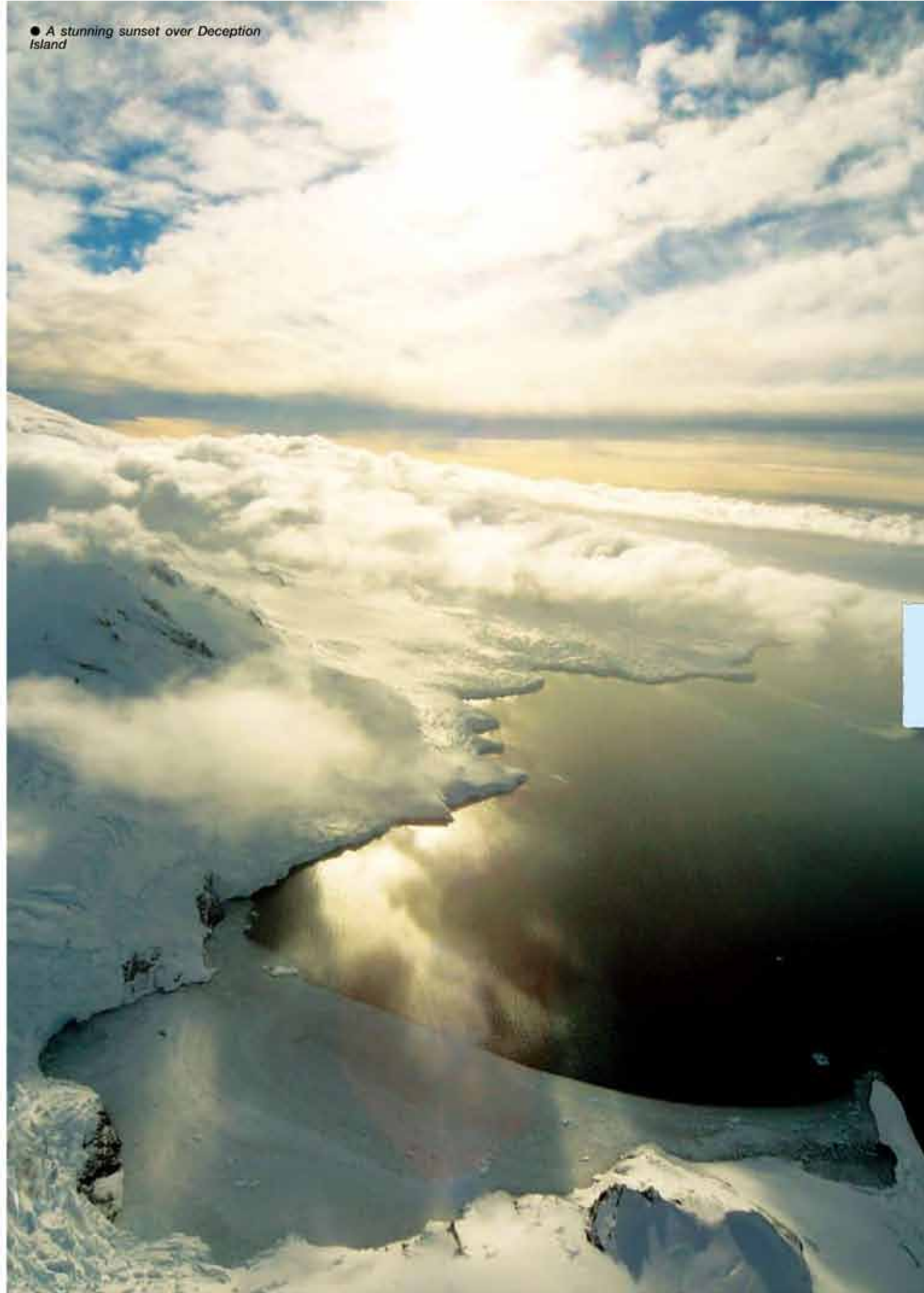
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● A stunning sunset over Deception Island



● Go with the flow... One of Endurance's two distinctively-painted Lynxes à Lemaire... Endurance passes through the Lemaire Channel

# Ice in p

THE noun 'paradise' conjures up those old *Bounty* chocolate bar adverts.

A glass-like sea gently laps at the gleaming white sands.

In the branches of lush palm trees, brightly-coloured birds call out their morning song.

A bronzed Adonis and his nubile Aphrodite are locked in a passionate embrace as the waves caress their perfect bodies.

Well, just try that in Paradise Harbour.

Your 'bits' would seize up rather quickly.

The monicker 'paradise' remains apt, however.

It's just that it's a frozen paradise.

And the 120 or so men and women who serve in icebreaker HMS Endurance get to see it.

This has been an exceptionally busy deployment for the Red Plum, which left home in Portsmouth in late September.

Her 2005-06 survey work was cut short by mechanical problems, so this austral summer's deployment is a marathon one: nine months long in all.

Five periods of scientific work around Antarctica have been scheduled for the ship.

Two had already been wrapped up before Christmas.

The first period allowed her

state-of-the-art multi-beam echo sonar (which with the aid of a computer creates a 3D colour-coded image of the seabed) to accurately survey 3,000 miles of waters around the Antarctic Peninsula.

With the polar region becoming increasingly popular as a destination for 'eco tourists' in cruise ships, the original, rather inaccurate charts, need updating.

The crux of her work this year, however, is aimed not at making the Antarctic a safer place for travellers but at providing greater understanding of global warming.

Buried under more than half a mile of ice on the Antarctic Peninsula and the South Shetland Islands are what were once lakes, until the ice swallowed them up around 12,000 years ago.

Sediment on the bed of these lakes could provide some of the answers to understanding climate change.

For as the earth's climate changed, so too did the creatures which inhabit it; those which died in the lakes fell to the bottom and became consumed by the sediment.

A dozen millennia later and core samples taken from this sediment will give scientists an idea of the



● One for the album... LStd Jenny Brewer poses for a self-portrait with some penguins at Port Lockroy, home to the most southerly post office in the world (and no, you still can't get your car tax there)



● A 212 Flight Lynx lifts off during research in the South Shetland Islands the sea level







s flies over an ice floe in the South Shetland Islands and (right) Sur mer



# paradise

interaction between climate, ice sheets and sea level.

The data collected will be fed into powerful computers which will predict the most likely pattern of our future climate and any changes to the sea level.

The final spell in chilly waters before heading to Rio for the festive season saw Endurance concentrate her efforts around South Georgia for more hydrographic work and an important study into the island's fur seal population.

The British Antarctic Survey is keen to learn more about the life cycle of the seals (between three and four million are believed to live on South Georgia) and the mammals' impact on the krill and plankton which provide the building blocks of life in the southern oceans.

Around South Georgia, Endurance's two Lynxes of 212 Flight were heavily in demand by BAS scientists, the British Schools Exploring Society and filmmakers.

The team behind the BBC's extremely popular *Planet Earth* series returned to the ship to film a follow-up to their 'Ice Worlds' episode.

The documentary team fitted their high-definition Gyron camera to one Lynx and headed around

the island (the footage captured will also assist with the fur seal study).

On the water, Endurance's two survey motor boats Shackleton and Nimrod took detailed readings in the shallows, while scientists and Royal Marines were put ashore to collect GPS data.

Field camps have also been set up by the BAS to see whether ozone levels in the atmosphere are continuing to fall.

After that there was a 1,450 mile journey north to Brazil for Christmas in Rio de Janeiro (a popular destination for the RN...).

By now, however, Rio will be a distant memory. The icebreaker returns to Antarctic waters early this month, coinciding with a visit to those parts by the Princess Royal.

She is 'dropping in' on the British Antarctic Survey's principal research station at Rothera to learn about the scientists' work first-hand before touring some of the historic sites maintained by the UK Antarctic Heritage Trust, of which the princess is patron.

Endurance's time around the frozen continent ends in March as she makes her way home via South and West Africa before arriving in Pompey in early June.

**You can follow Endurance's progress in detail at [www.visitandlearn.co.uk](http://www.visitandlearn.co.uk)**

pictures by (a)phot) kelly whybrow, hms endurance



● Seal of approval... A thoroughly contented-looking seal rests on the ice at Yankee Harbour as a penguin waddles past and (above) Last one in's a sissy... Penguins race for the water, again at Yankee Harbour





# Call in the

**D**AY five of Livex in Exercise Green Eagle off the west coast of Africa.

In the scenario, the difficulties of the assault landing have been multiplied by civilian evacuation; the force of 12 ships is being split to cope with the different demands.

Royal Fleet Auxiliary landing ship RFA Mounts Bay is taking up the mantle of assault ship HMS Albion. The ship is buzzing with activity.

The slim landing craft chug among the grey ships dotted against the azure blue sky.

The assault vehicles of 40 Commando are loaded on to and off Mounts Bay through her landing bay, as the ship holds still against the sea's currents with her dynamic positioning.

One vast mexeflote, a floating platform, is under construction off the port side of the RFA, and the other that she carries already hovers at the back of HMS Ocean, as the tracked vehicles edge down her vehicle ramp.

Sea King after Sea King lands on Mounts Bay's helicopter pad, and Royal Marines pour from the belly, burdened with bulging Bergens and heading to the spacious and welcoming accommodation inside.

Down in the pusser's office, a weary RFA officer plans bunks for the expected onslaught of Royal Marine passengers (only one RFA man will have to move cabin).

Vast boxes branded with red crosses arrive by helicopter, the surgery team from HMS Ocean have arrived to set up their operating theatre in Mounts Bay's sickbay.

**C**apt Ross Ferriss RFA, Commanding Officer of RFA Mounts Bay, is relatively sanguine as his ship is pushed into the fore of the exercise.

"So far the exercise has gone well. We have the most enormous challenge today where we are exploring the envelope and pursuing capabilities that this ship has never been tested in.

"We are probably asking more than the ship is really designed to do.

"Humanitarian support, non-combatant evacuation, hosting the 40 Commando headquarters, the surgical team, running all at the same time is an enormous job – which is nearer an assault ship like Albion than a landing ship like this.

"So what we're trying to staff at the moment is a pretty big deal. And we have no staff *per se* to do that. We have enough people to run the ship, but we don't have a staff. There is no ComATG staff here; we are enhanced slightly by an amphibious ops officer from 539ASRM."

This Vela deployment is the ideal opportunity to see what the

Bay-class can do and test their capabilities.

It's no secret that the RN has been casting admiring glances at the RFA fleet's latest arrival.

Her manoeuvring ability is described as phenomenal by Cdre Philip Jones, Commander of the Amphibious Task Group (ComATG).

The commanding officer of HMS Ocean, Capt Chris Snow, called Mounts Bay a wonderful new addition to the amphibious task group.

He added: "She's a tremendous step up from the Knights of the Round Table. Storage capacity comes in spades with this class.

"You can see it starkly – it's been a great investment. It's quite evident even now that she has a huge amount to contribute."

**A**nd that's what the RFA has always done – contributed a huge amount.

This Vela task group features a raft of RFA talent: repair ship Diligence hosting the engineers of Naval Party 1600; the Bay-class' ageing ancestor, Sir Bedivere, the last of the Knights; one-stop supply ship Fort Austin; massive tankers Wave Knight and Oakleaf; and smaller tanker Gold Rover called in to play a part too.

The preponderance of RFA in the amphibious task group is no source of wonder to the RFA men.

"It's hardly a surprise", said Capt Ross Ferriss, "because we specialise in lifting and shifting large quantities of people and equipment into an area for best military effect.

"So as this is a logistics exercise to shift the Royal Marines and all their kits from the UK to somewhere else in the world, it's hardly surprising that the specialists in logistics are here."

These specialists, long allied with the Naval service, have fought their way to prominence in the Navy's thinking.

"In my opinion 1982 triggered a big psychological change across the Navy – and I include the RFA in that – so in 1982 we realised we had to change our stance a little," said Capt Ferriss.

"The RFA had to become more aligned, more war aware, and the Navy had to realise its supporting shipping and everything else had to be protected and part of the task group.

"So we started working in a more joined-up manner from then on."

RFA men now sit within the staff of the two strike-force commanders – the amphibious task group and the carrier-borne maritime force – a role that can be demanding.

"One of the challenges is that, as a singleton on the ComATG staff, I am the point of contact and troubleshooter for half of the deployment," said 1/O Tim Alderson RFA, seconded for two years to the ComATG staff.

"The RFA needs a voice within ComATG. As with any operation the Royal Navy does, they cannot do it without the RFA. Anything from frozen peas to missiles, the RFA provides."

But despite being the lone RFA man among a sea of RN, 1/O Alderson said: "I totally recommend it as a post. You get to see the big picture. You get diversity – not just working on the individual ship but contact across the Royal Navy and tri-Service."

"We have got closer, of that there is no doubt," said Capt Ferriss.

"The RFA now has principal warfare officers, specialist navigators, and specialists in pretty much all of the Naval area, but almost always with some sort of logistics base or slant to what they do.

"So we do the Navy's logistics for them."

Lean-manned professional mariners, the men and women of the Royal Fleet Auxiliary offer an expertise that shouts little for attention but demands respect.

**Pictures clockwise from top:**  
● RFA Mounts Bay; Wave Knight replenishes at sea; 40 Commando vehicles on the back of Mounts Bay; tanker Fort Austin; Albion, Wave Knight, Mounts Bay and Sir Bedivere together; Wave Knight forges ahead; Wave Knight RASes with Ocean; RFA Diligence between HMS Southampton and Mounts Bay



Pictures: LA(Phot) Dave Gallagher, LA(Phot) Ray Jones, 3/O Jon Feaver RFA





**T**HE dense jungle canopy spreads over the mountainous terrain with all its secrets hidden beneath, like a green blanket covering a mound of children's toys.

"I've been a jungle for 18 years now, and this is the first time I've been to the jungle," said Cdr Mario Carretta, the man in charge of the fleet of Sea Kings, Lynx and Merlin in the Tailored Air Group.

The name 'jungle' has been a badge of pride for the helicopters of the Navy's commando force for decades, won in the 1960s in the jungles of Brunei and Borneo.

But the jungle's verdant green has been a scarce sight from the cabs of the Navy's helicopters of late, which have been busy over the ochre dusts of the desert.

The lack of distinguishing features such as rivers and roads beneath the endless swathe of tree-tops is not the only problem that comes with the jungle environment for the Navy's rotary wing.

The heat and the humidity bring their own challenges to the Cold-War inspired airframes of the older craft.

And with little artificial light, night vision goggles struggle to compensate as the jungle canopy swallows natural light into an indistinguishable sea of gloom.

**B**ut the fliers are loving it. "It's been great," said Cdr Carretta, "they really have had lots of training. We've completed lots more than I thought we could."

"The crews have really enjoyed the new environment. It's been a break from the operations that they've been carrying on."

This Vela deployment to West

Africa has seen Merlin stepping up to rub shoulders with the Sea Kings and Lynx of the Commando Helicopter Force.

"We are very much the new kids on the block here on HMS Ocean," said Lt Cdr Kev Dodd, Commanding Officer of the Merlin helicopters in 820 NAS.

"It's a big aircraft with lots of potential. We've been moving underslung equipment and troops into the landing site."

The officer admits that the Merlin's airframe limits it as an assault helicopter, but added: "The role of the aircraft is developing all the time. We have to squeeze every last drop of capability from it."

"Vela has provided the perfect background, and this is part of the natural expansion of the aircraft."

"Our primary role is out over the water, finding ships and submarines. What this exercise has enabled us to do is generate a real world task – combating people-smuggling and piracy."

The Merlins have been working on protecting the seas with the jungle Lynx of 847 NAS and the ship's flights of 815 NAS.

"Merlin has been directing our cabs on to targets – we've been pursuing those targets. It's been very successful," explained Maj Steve Hussey RM, Commanding Officer of 847 NAS.

Cdr Philip Jones, head of the Amphibious Task Group on Vela, said: "It's no longer enough just to have commando lift helicopters, so as well as the organic Lynx that come with destroyers and frigates, we have the Merlin on Ocean."

"They are nominally anti-submarine helicopters, but we have given them exposure to a whole new set of roles that they can get

involved in on this deployment.

"And they've responded to that challenge admirably."

"We have used them in surface search capabilities in support of maritime security operations, we have used them in a troop-carrying capacity with 16 troops in the back – and they are thoroughly pushing the envelope of what an ASW helicopter can do."

**O**cean's capacious accommodation was not home to all of the helicopters within the task group, with the sky-searching Sea Kings of 849 NAS set up on neighbouring RFA Fort Austin.

The reach and sensitivity of the sensors on the surveillance and control rotorcraft were praised by the commodore: "A phenomenal capacity of picture across land and sea."

A touch of drama was brought to the West African skies in the exercise by the presence of a Hawk jet aircraft from the Culdrose FRADU unit, which was based at Lungi airport for the exercise.

The Hawk trainer, among other tasks, played its familiar role of an attacking aircraft, but in the unfamiliar African territory.

Cdr Carretta concluded: "Each of us has our own normal role, but what we are looking at now is different ways we can use different assets."

● *Pictures clockwise from top: A Lynx from 847 over the jungle; a Sea King from 845 doing high-line drills on board Ocean; Marines of B Coy, 40 Cdo rapid-roping from a Merlin; Sea Kings at Benguema Camp; a Merlin carries assault vehicles ashore from HMS Ocean*



off West Africa with the FAA





**'ONCE NAVY, ALWAYS NAVY'**

## Early start on trip to Portsmouth

A 5.30am start found shipmates from the Gloucester branch feeling rather sleepy when they arrived in Portsmouth for a visit to their affiliated ship, HMS Gloucester.

They were royally entertained on board the 'Fighting G', in company with the Mayor of Gloucester, her civic party, Sea Cadets and other guests from the city and the county of Gloucestershire.

The hospitality and welcome extended was returned by shipmates of Gloucester when the ship's Commanding Officer, Cdr Mike Paterson, and members of the ship's company paid a visit to Gloucester and took part in the Remembrance Day parade.

They were entertained in the RNA club, where shipmates had the opportunity to thank Cdr Paterson for the memorable visit to the destroyer.

# Bench plan shelved after vandals strike

IN ACTS of vandalism, the war memorials in Falmouth and Worthing were daubed with graffiti prior to Remembrance Sunday, causing great distress and outrage, especially to shipmates at Falmouth.

Not content with dishonouring those who made the supreme sacrifice in the two World Wars, the vandals hacked down the wooden flagpost adjoining the memorial, chopped it up and set it on fire.

Shortly before this happened, members of the branch, in a gesture of goodwill to mark the first official Veterans Day, had mounted a major clean-up of the memorial, removing all graffiti.

Plans were under way to raise in the region of £500 to provide a seat or bench for visitors to rest near the memorial, but the vandalism has put paid to this idea as the seat would probably go the same way as the flagpost.

It was a similar story in Worthing, where the war memorial was defaced with graffiti on the eve of Remembrance Sunday.

The task of removing it before the annual wreath-laying ceremony

was not easy, and some of the names on the memorial may need to be re-inscribed.

Happier news of the Royal Naval Volunteer Reserve war memorial in the grounds of Crystal Palace.

Erected in 1931, and undamaged by the great fire in 1936 which destroyed the Palace itself, it was later moved by the owners of the land, the Greater London Council, to its present location.

But because of increased vandalism and theft, a replica was cast which is the memorial which still stands today – the whereabouts of the original is unknown.

When inspected recently, on behalf of the owners of the Crystal

Palace Grounds, the London borough of Bromley, the memorial was found to be in relatively good condition, apart from some minor repairs to woodwork and to tiling. The memorial is in the form of an open pavilion supported by four wooden pillars with a tiled roof.

On a table inside stands a large bronze bell, flanked by decorative dolphins, with bronze plaques for good measure – although these are usually removed for safekeeping.

During World War 1, Crystal Palace was used as a training establishment for the RNVR – the nearest thing the Royal Navy had to the Territorial Army.

The memorial commemorates volunteers who served there and gave their lives for their country.

At the outbreak of war Winston Churchill, as First Sea Lord, ordered the men of the RNVR to be formed into two Naval Brigades, which went on to see action at Gallipoli, Salonika, the Somme and other battles.

The cost was 10,795 killed and 30,898 wounded.

Crystal Palace, under its official title HMS Victory IV (although known locally as HMS Crystal Palace), trained 125,000 men as replacements for the Brigades and as sailors for the Fleet.

The replica version of the memorial was refurbished and re-dedicated in 1992 in the presence of the First Sea Lord, Admiral Sir Henry Leach.

## Far East veterans pay tribute

MEMBERS of the Ireland branch of the National Malaya and Borneo Veterans Association (NMBVA) took part in a wreath-laying ceremony at Lagan Valley Island in memory of Maj Frank Pantridge, a renowned physician and inventor of the portable defibrillator as well as a Far East veteran.

Professor Pantridge was awarded the Military Cross for bravery while fighting the Japanese in Malaya during World War 2.

The Pantridge Memorial Statue, a bronze sculpture, was erected at the headquarters of Lisburn City Council last year.

The NMBVA has more than 4,000 members in the UK and represents the interests of all veterans who fought in the region during World War 2, the Malayan Emergency and the Borneo/Indonesian Confrontation and thereafter.

## Friends mourn Shipmate Geoff

HIS many friends are mourning the loss of S/M Geoff Mills, No 5 Area president, who has crossed the bar.

After service in the Royal Navy, S/M Geoff worked for Trinity Lightships in Harwich and also played an active role in the Coastguard. He also served as secretary, then vice chairman, of the Weeley and District branch.

Highly-esteemed by all, his funeral, attended by such a large gathering, including 24 standards, forced many to remain outside the church and also the crematorium, which relayed the service to those outside.

## Naval Quirks

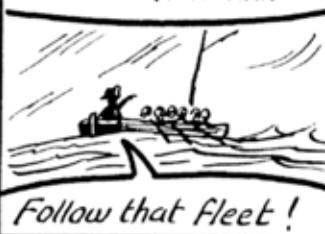
BRR...THOSE WINTER COATS LOOK WARM AND THEY'RE SO CHEAP!



IN 1801, NELSON'S SHIP THE "ST. GEORGE" WAS PREVENTED BY A CONTRARY WIND FROM JOINING PARKER'S MAIN FLEET THEN IN PURSUIT OF A SWEDISH SQUADRON.



...SCENTING A BATTLE, NELSON SET OFF IN A 6-DARED CUTTER IN DEFIANCE OF THE COLD, WIND AND CURRENT, AND 6 HOURS LATER CAUGHT UP WITH PARKER.



NELSON DECLINED A COAT ON THE JOURNEY SAYING: "MY ANXIETY FOR MY COUNTRY WILL KEEP ME WARM."



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# Branches make it a time of celebration

MEMBERS of Redruth and Camborne branch organised a happy celebration, with music by Roger Polmeer, followed by a pastie supper and a raffle, to mark the 201st anniversary of Trafalgar.

The occasion was also enjoyed by members of the St Austell branch, the CPOs and WOs Mess at RNAS Culdrose, the Ganges Association and members of the Royal British Legion, including the local president.

Eight members of the branch, including two standard bearers, attended the Trafalgar Service at Madron Church the following Sunday, although sadly, foul weather led to the cancellation of the parade and march-past.

The anniversary was celebrated by members of Buxton and High Peak branch at a dinner dance enjoyed by around 100 shipmates and guests, who were welcomed by chairman S/M Dave Parker and entertained with songs of the sea sung by Alan Kirk.

The guest of honour was Cdr Harry Harley, president of No 10 Area, who spoke of the life and conditions of the Royal Navy in 1805.

Because local authorities have to pay in excess of £1,000 for policing parades, members of the West Bromwich branch decided instead to mark Nelson's victory with a drumhead service of thanksgiving in their club at which the guest of honour was the Mayor of Sandwell, Cllr Sadie Smith.

The Ferndown branch celebration, at which Capt Colin Hamp RN was guest of honour, proved a memorable occasion for S/Ms Joan Davison and Harold Butcher.

During the evening they were honoured with the award of Life Membership, presented to them by Capt Hamp.

France Nord, the fastest-growing Gallic RNA branch, held a celebratory lunch to mark the



● S/M Ray Walter, past chairman of Buxton and High Peak branch (centre) with guests Tim and Marie Oddy at the Trafalgar Night dinner

anniversary of Trafalgar, attended by the president of the Association, Vice Admiral John McAnally, branch president Rear Admiral Johnnie Clarke, and Association General Secretary Cdr Paddy McClurg.

Before a sumptuous meal, branch chaplain the Rev David Stuart – a retired Naval padre living in France – blessed the newly-acquired Union Flag of the branch.

Addressing the gathering of more than half the branch's 101 shipmates, Admiral McAnally spoke of the challenges facing the RNA and what needs to be done to ensure the Association thrives in the future.

He went on to explain the tactics which Nelson used at

Trafalgar to ensure not just victory, but total annihilation to end the possibility of an invasion of Britain by Napoleon.

Guest of honour at the Harrogate dinner at the White Hart Hotel in the town was Phil Willis, MP for Harrogate and Knaresborough; to demonstrate appreciation for the interest he has taken in the branch, he was awarded honorary membership during the evening by branch president S/M John Stray.

This thoroughly enjoyable occasion was attended by members of the local Victory branch of the Royal British Legion, the Royal Air Force Association and officers of the TS Cleopatra Sea Cadet Corps.

**www.navynews.co.uk**



## Hull group take break on Isle of Wight

A PARTY of 42 shipmates from Hull branch and their wives had a great week on the Isle of Wight, courtesy of the Lottery Awards Scheme.

During their stay in Shanklin, a visit was made to Portsmouth, their old stamping ground, where they met up with shipmates of the Isle of Wight branch.

Their first port of call was to the Royal Marines Museum at Eastney, followed by an excellent lunch in the RM Association club, then a tour of HMS Victory, the RN Museum and the Trafalgar Sail.

Returning late to the island, happy but exhausted, they had some excellent fish and chips before returning to their hotel.

The highlight of their stay on the island was a tour of Osborne House, and an afternoon at the Royal British Legion club in Shanklin, where they were royally entertained, enjoying an excellent lunch and a Sods Opera.

## Farewell to Bill

THE death of S/M William (Bill) Ingram Belcher is mourned by his fellow shipmates at Greenford branch, which he served loyally for many years as president and secretary.

He was also standard bearer of Hounslow and of Kingsbury and Kenton branches.

## History man

IN RECOGNITION of his commitment to the conservation and restoration of the former Naval buildings of Chatham, Prof Alan Reed, Regional Director for the University of Greenwich at Medway, was awarded honorary membership of the Chatham branch.

# Shipmates remember 'lucky' HMS Tetcott

THE HUNT-class destroyer HMS Tetcott was a lucky ship.

Commissioned in 1941, she was a key player in wartime operations in the Mediterranean, sinking an E-boat, a U-boat and several enemy aircraft while suffering no serious casualties.

She ended the war virtually unscathed.

Named after one of the oldest hunt packs in Devon, the story of this lucky ship is the subject of a recent book, *Tetcott - The Thrill of the Chase*, written and compiled by Shawn Dymond and Janet Mason, helped by an Awards for All grant.

The launch of the book was a memorable occasion for the parishes of Holsworthy and Tetcott, reuniting in the market town of Holsworthy former members of the ship's company and relatives of those who have since died.

During the visit the veterans made a trip to the village which gave their ship its name, where they were greeted by Sir William Molesworth-St Aubyn of Tetcott Manor.

To commemorate former shipmates, an oak sapling was planted in the grounds of the Tetcott estate.

The group then, accompanied by the Deputy Lord Lieutenant of Devon, former First Sea Lord Admiral Sir Nigel Essenhig, returned to Holsworthy for a

wreath-laying ceremony and parade, followed in the evening by a celebratory meal, hosted by the parishes of Holsworthy and Tetcott.

The parade from the town's square to the war memorial was led by the Holsworthy Town Band and accompanied by contingents of the Association, the Royal British Legion and the RAF.

Following a short service conducted by the Rev John Henry, the RBL padre, wreaths were laid by Jim Adams and Bob Stowell, wartime veterans of the Tetcott.

Wreaths were also laid by Sir Richard Rycroft, son of the Tetcott's first Commanding Officer, and Robert Davenport, son of the destroyer's First Lieutenant.

On behalf of the families a wreath was laid by the Mayor of Holsworthy, Elizabeth Squire, and on behalf of the parishes of Tetcott and Holsworthy by Cllr Harold Cox.

The salute at the march-past was taken by Admiral Essenhig.



● The ship's bell of wartime destroyer HMS Tetcott



● Bryan Jervis (right) presents a model of HMS Morecambe Bay to S/M Doug Turk, chairman of the HMS Morecambe Bay Association (see below)

## Dedicated service is rewarded

IT IS the time of the year when the loyalty of long-serving members of a branch are honoured by their shipmates with the award of life membership.

This well-deserved honour was awarded to S/M Doug Hughes, treasurer of No 7 Area for the past ten years, for never failing to present quarterly and annual financial statements.

He also served as area standard bearer for six years as a member of Bishop's Cleeve branch.

The award was presented by the area president, S/M Roy Wood.

As a mark of esteem and for the hard work he put in on behalf of the Uxbridge branch and club, branch chairman S/M Kevin Wood, was presented with his award by president S/M Henry Avery.

For his services as chairman of Leeds No 1 Headingley branch, S/M Geoff Thornton was honoured with life membership, and was presented with the award by vice chairman S/M Stan Stoney.

## Standard time for No 4 Area

THE No 4 Area standard bearers' competition will take place on March 3 at 1100 in the Falklands Hall at CTCRM, Lymington.

Standard bearers wishing to compete and others keen to attend should send their details, including car registration, to S/M J R Paterson, 14 Sunnyside Road, St Jukes, Plymouth PL4 9LE, tel 01752 261646, or email [jim@paterson1513.fsnet.co.uk](mailto:jim@paterson1513.fsnet.co.uk)

## Exeter recalled

THE REPORT in *Navy News* of HMS Exeter's visit to Cork brought back memories for S/M Dennis Till, of Chard branch.

Dennis recalls watching the ship's company of the wartime cruiser receiving the Freedom of the City of Exeter in 1940, following the Battle of the River Plate.

Not only did 16-year-old Dennis join the crowds cheering the sailors - two years later he joined the Senior Service.

## £50 PRIZE PUZZLE



THE mystery ship in our November edition was RFA Plumleaf.

The £50 prize goes to Terry 'Errol' Flynn, of Walsall.

This month's puzzle features a Fleet tug which was built in the mid-1950s as one of a pair.

Built by A and J Inglis in Glasgow, and displacing 760 tons when loaded, this tug was the first of the sisters to be launched.

First, can you name the tug pictured (we have removed her name), and second, give the name of her sister, launched a little over two months later.

The correct answers could win you £50.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is February 9. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our March edition. The competition is not open to Navy News employees or their families.

### MYSTERY PICTURE 143

Name .....

Address .....

My answers 1: .....

2: .....

## Ship Associations

THE annual luncheon of the Coastal Forces Veterans Association was enjoyed by 31 members.

Chairman S/M Bob Drayson welcomed the guests and the Rev Peter Clark said Grace.

Because of the increasing age of members it has been decided to lay up the standard of the Association at Hornet in Gosport later this year, although it is hoped that local branches and luncheon parties will continue and that shipmates will keep in contact.

■ The highlight of a visit to HMS Raleigh by members of the national Submariners Association London branch was a service at the memorial to the Unknown Submarine, conducted by the Rev Stan Kennon, chaplain of HMS Raleigh.

The visitors were later entertained in the WO's and CPO's Mess.

■ At the annual reunion dinner of the HMS Morecambe Bay Association, chairman S/M Doug Turk was presented with a radio-controlled model of the ship made by S/M Bryan Jervis as a gift to the Association.

The model, complete with working lights, will be kept by the Association until such times as they deem it appropriate to present it to the Royal Naval Museum in Portsmouth.

■ A project is under way, masterminded by S/M Malcolm R Smith, chairman of the HMS St Vincent Association, to make audio recordings of the experiences of those who as Boy Seamen trained at the Gosport establishment.

Copies of the recordings will then be sent to the Imperial War Museum for their archives.

Any ex-St Vincent boys who are not members of the Association who would like their reminiscences recorded should contact S/M Malcolm on 023 9258 4498.

■ The HMS Bulwark, Albion and Centaur Association are set to score a first by holding their annual general meeting aboard HMS Trincomalee, berthed at Hartlepool Historic Quay, on Saturday March 31 2007.

The AGM itself is scheduled to be staged in the Captain's Cabin on board the historic frigate, launched at Bombay in 1817.

The meeting will be followed by a reunion dinner which is to be held in the function room of the Hillcarter Hotel, a ten-minute walk from the Trincomalee.

Anyone interested in joining the event should ring Denis Askham on 01261 861742 or email [dnsaskhm@aol.com](mailto:dnsaskhm@aol.com)

■ To mark the cessation of the RN Boatwains Association, an inevitable consequence of the advancing age of members, a seat commemorating the Boatwain's branch of the RN has been unveiled in the public arena adjacent to HMS Victory.

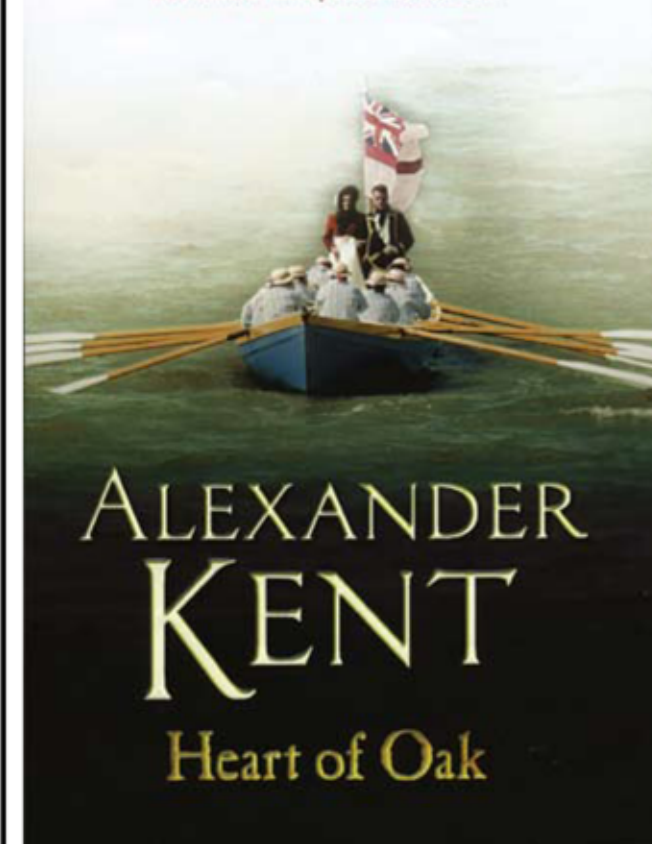
Lt Cdr John Scivier, Commanding Officer of the Victory, who accepted the bench on behalf of the association, also received a copper plate detailing the history of the branch for display on board the ship, on a beam outside the captain's office in the old ward room area of the ship.

That recognises the fact that up until recent years, the CO of Victory was always a Naval Boatwain.

The Association also presented the gift of a medal to the Royal Naval Museum, which is based in the Historic Dockyard.

## Treachery, terror, and the brotherhood of the sea

The Master Storyteller of the Sea



The new Bolitho adventure available from January 4th, 2007  
ISBN: 978 0 434 01351 7





## Bikers offered advice

EXPERT advice is on offer to Service bikers in Hampshire in a bid to cut accidents.

MOD police officer David Daunou and fellow experienced motorcyclists are running assessment days to improve the skills of Service and MOD civilian riders in the county.

Eighteen Service personnel have been killed in motorcycle accidents in the past 12 months.

At least some of the deaths are thought to be the result of the exuberance of sailors and marines returning to motorcycling after months away on deployment.

Civvy police in Hampshire are already running the *Edge44* initiative in conjunction with the county council.

Riders pair up with an assessor and spend a day on the road.

The assessments are open to Service/MOD civilian motorcyclists of all abilities in Hampshire and the Isle of Wight. Although the course cost £65, that fee can be subsequently recouped thanks to discounted insurance, bike parts and clothes.

The MOD *Edge44* scheme will be run hand-in-hand with the Hampshire one. Details are available from PC Daunou at DSDA Gosport on 023 9254 5168, PC Mick Gear at Shirley police station on 0845 0454545, or by logging on to [www.bikesafe.co.uk](http://www.bikesafe.co.uk)

## Reservists are tested

IT PROVED to be four seasons in one week for a group of RN Reservists who took to the Channel in a yacht for some adventurous training.

It was the first such expedition for Richard Skinner (HMS Calliope), whose Tyneside colleague Chris Mehta had done a similar trip the previous year.

Other units represented included HMS Vivid (Plymouth), HMS Wildfire (Northwood) and HMS Cambria (Wales).

The first leg in the yacht Chaser was a trip to Cherbourg from the Joint Services Adventurous Sail Training Centre in Gosport.

Rough seas meant a slow passage – and bouts of seasickness, though they recovered enough to cook an evening meal.

The remaining days sailing saw everything from flat calm to gales.

For a full account of the trip, see [www.navynews.co.uk](http://www.navynews.co.uk)

## RNPT dates

DATES and details of the RN Presentation Team's events this month are:

■ **Tues Jan 9:** The Signet Library, Parliament Square, Edinburgh

■ **Weds Jan 17:** The Cutlers Hall, Church Street, Sheffield

■ **Thurs Jan 18:** The Lindhurst Room, Mansfield Civic Centre, Mansfield

■ **Tues Jan 23:** The Village Hotel, Centre Park, Warrington

■ **Weds Jan 24:** The Marriott Preston, Garstang Road, Broughton, Preston

■ **Tues Jan 30:** Dean Clough, Halifax

Anyone wanting to book a place at a presentation should contact the RNPT on 020 8833 8020 or email [rnpt@gtnet.gov.uk](mailto:rnpt@gtnet.gov.uk)



## The Royal Navy writes on the issues affecting you

# Space is limited for key Falklands event

THE 25th anniversary of the Falklands Campaign will be commemorated in London and the Falkland Islands on June 17.

This will be a high-profile event on Horse Guards Parade, and will include a traditional Drumhead ceremony.

It will be followed by a parade of veterans and their modern-day Service counterparts up The Mall to Buckingham Palace to witness a fly-past of aircraft from the Falklands era as well as some of those flown by the same squadrons today.

Central to the event will be the personal recollections of veterans and Islanders as they tell their stories in their own words.

It is hoped that senior members of the Royal Family will attend this event, and it will be covered live by the BBC.

Space in the audience at Horse Guards Parade will be limited, and it is hoped that as many as possible of the campaign's veterans will be able to attend.

If demand for tickets is high they will be allocated in priority order:

■ holders of the South Atlantic Medal (1982) and war widows;

■ other widows and families;

■ others, both civilian and military, who were associated with the conflict.

The organisers will endeavour to ensure that

as many South Atlantic Medal (1982) holders attend as possible.

If necessary, they will issue tickets to allow medal-holders to march, even if tickets are not available for their guests in the stands.

In any case, all ticket applications should be made as soon as possible.

Only those successful in their application will receive notification from the Veterans Agency, and tickets will be sent out along with an information leaflet about the event in late May.

See the official website at [www.falklands25.com](http://www.falklands25.com) for further details about official commemorative events taking place between June 14 and 17.

# The way ahead for manpower adjustments

SECOND Sea Lord Vice Admiral Adrian Johns has outlined the current thinking on manpower adjustments across the Naval Service as a result of the change initiatives within Fleet TLB and the wider department, and how the issue will progress through the year.

Transformation began formally in September, establishing a baseline which yielded a Future State Map setting out a process flow across the key areas of capability.

Although it is too early to determine precise numbers, it is clear that the likely impact of Transformation on Service personnel, within the STL and the wider Naval Service, will be significant.

This must be considered alongside the impact of existing change initiatives, which also propose reductions in the need for military and civilian personnel support.

In terms of overall numbers, analysis indicates that, over the four-year Short Term Programme period, a drawdown in personnel across the Service can be achieved without recourse to a redundancy programme.

This will be managed through natural wastage and a combination of reductions in long-term extensions of service, FTRS, commission transfers for those late in zone, and 2OE/Extended career awards, all complemented by reducing PVR notice and granting return of service waivers where feasible.

In order to deliver the right manpower structure and to rebalance the teeth-to-tail ratio, the focus is on officer (Lt Cdr and above) and senior rate posts ashore.

"I anticipate a temporary reduction in promotion numbers, primarily in the officer cadre, for the period 2008-10, recovering to present levels by 2012," said Admiral Johns.

"Furthermore, a reduction is anticipated in promotions to WO1 over a similar timescale.

"We've undergone similar temporary downturns in promotion numbers before, and while this is clearly a challenge, I am confident that it can be managed sensibly.

"Director Naval Career Management, in concert with the Transformation team, is currently developing suitable 'guiding principles' which will enable career managers to strike the correct balance between Transformational and other change programmes' momentum and individual interests on a pragmatic, case-by-case, basis."

On the civilian side, Admiral Johns notes that while Transformation affects everyone, the majority of post reductions will come from the uniformed side, reflecting the relative size of the Service and civilian populations (over 25,000 and less than 3,000 respectively) and, in the HQ, the reductions made to Civil Service numbers during TLB merger.

It is too early to say just what impact Transformation will have on Fleet's Civil Servants; much of the detail of the new organisation has not yet been addressed.

At this stage, however, it seems unlikely that the number of civilian post reductions under Transformation will exceed 200-300 across the TLB. If that remains the case, natural wastage and the current recruiting restrictions should avoid the need for compulsory redundancies.

The changes to posts should also be possible without a TLB – or HQ – wide preference exercise.

Admiral Johns is acutely aware that this fluid situation is unsettling and that in the short term it is impacting on his ability to provide meaningful detail. However, he intends to let affected groups know as soon as the picture becomes clearer early in the New Year.

# Nice warm glow as Sultan saves energy

MEMBERS of a team dedicated to blitzing energy consumption across four defence training sites have won official recognition for their efforts.

Senior officers at HMS Sultan in Gosport were alarmed when they saw that, despite efforts to economise, energy consumption had risen by almost 12 per cent in the past financial year.

In order to conserve energy and water, an Energy Tiger Team was established, led by Lt Jason Marshall, with the remit to implement savings initiatives across Sultan and the other three sites of the Defence College of Electro-Mechanical Engineering (DCEME) – RAF St Athan, Bordon and Arborfield.

So successful has the initiative been that Cdre Gerry Thwaites, the Commandant of the college, has been able to reinvest cash to produce further savings.

Tiger Team members Paul Buckley and Jed Dymond have been presented with BZ Commendation awards.

A key element in the programme is education of all personnel at HMS Sultan, particularly through Energy Wardens, because even the simplest measures can yield impressive results without any impact on the quality of life or the efficacy of training.

Energy Wardens are responsible for preventing the waste of energy or water in their area, including checking windows are shut, turning off lights when not required and reporting leaking taps.



Specific examples at Sultan include:

■ Turning off the 2,000 computers that were being left on or on standby overnight;

■ Restricting outside lines for telephones;

■ Switching off lights over lunchtimes in four hangars, which still kept lighting at acceptable levels – and which yielded savings of around £6,000 a year;

■ Changing the times the cleaners came in – by moving away from early morning and late evening, less lighting was required.

The combined effort has led to dramatic results; in a message to staff and trainees in November, Cdre Thwaites said: "To give you an idea of the savings you are already achieving, DCEME spends about £7,000 per day on gas, electricity and water.

"Despite the price increases, by being more energy conscious and changing the way you use energy, you are currently generating

REDUCING energy consumption does not require new kit and big outlays – there are a number of simple but effective measures which can be taken, which could reduce overall energy costs by more than ten per cent yet cost nothing.

For example:

- Get Command-down buy in;
- Measure how much energy you are using;
- Keep track of your bills, and scrutinise them against meter readings;
- Check how much VAT you are paying – domestic versus business rates;
- Introduce an education campaign;
- Introduce energy wardens for each building;
- Reduce hot water temperature to comply with the legionella (L8) policy;
- Turn off all non-essential electrical equipment;
- Use the free information you can receive from the Carbon Trust;
- Lead by example – but remember it must be a team effort.

savings of approximately £500 per day compared to last year – this is impressive but is only a start.

"Our consumption has fallen markedly in some Schools and has started to fall rapidly in others; even greater savings are possible during the winter months, simply by being more efficient."

The returns on money invested in green schemes are also impressive – £25,000 'spend to save' funds were recovered by the first half of November.

Lt Marshall said: "The team, which also includes all building managers, has worked hard to put

in place measures and projects to reduce energy consumption, and these are already delivering savings. In short – the team works.

"I am delighted the efforts of Jed and Paul have been recognised by this award.

"I am now looking forward to carrying on this work across the DCEME and achieving much more."

The Estate Utilities Board, which is driving the programme to reduce energy costs and cut carbon emissions across the MOD, is looking to use DCEME as an example of good practice.

## A Brief look at the issues

THE Autumn Personnel Support Brief is spreading the word on issues which affect the Service, managers and families.

Among the subjects addressed by the Brief are: branch development; flexible career structures; Naval Base review; Sea Swap; new Operational Allowances; JPA Appraisal reporting; Minor Administrative Actions; key worker living programme; and equal opportunities.

# Servicemen quizzed on harassment

IN SEPTEMBER 2005, a questionnaire was sent to Servicemen across all three Armed Forces asking for their views and experiences of sexual harassment.

Why only women?

Because results from RN Continuous Attitude Surveys indicated that women were being harassed far more than men.

Nearly 50 per cent (1,766 out of 3,717) of RN women responded to the survey, and the results weren't that great.

Over two-thirds of RN respondents said that they had been offended by sexist behaviour at some stage over the previous year, nearly 50 per cent had had offensive behaviour aimed at them personally, and 15 per cent – that is 259

women – had had a particularly upsetting experience in the previous year.

Harassment still exists in the RN and, although many women can deal with most situations with ease, it is now clear that sometimes people get it wrong.

But now it's the turn of the men to have their say.

This month, a survey will be going out to 23,000 Servicemen (the same proportion as Servicemen who received the survey) asking for their views and experiences of harassment and bullying.

The survey will ask:

- What types of behaviour you find offensive;
- Whether you have been harassed or bullied over the past 12 months, and invite you to give details about the incident(s);
- What you did/would do

to try to stop offensive behaviour;

■ How well you think the Royal Navy deals with harassment and bullying;

■ How things could be improved.

Harassment and bullying harms individuals; undermines operational effectiveness; stops teams working effectively together; results in the loss of good people; and tarnishes the RN's reputation, so it is crucial that you have your say.

Only if you complete and return your survey can we get a true picture of what servicemen in the RN really think about all types of harassment and bullying.

Although the survey is not going to all Servicemen, you can still have your say by logging on to [www.RNCom.mod.uk](http://www.RNCom.mod.uk)







## Prizes on offer at RNcom

THE RN community website is offering five registered members the chance to win prizes.

RNcom was launched in 2005 to provide a new communication channel for serving personnel, their families, Reserves and retired members.

[www.rncom.mod.uk](http://www.rncom.mod.uk) publishes a wide range of information and reference points, and features a private members' area with individual forums for deployed units.

There is also a chat room, and families have the chance to communicate with other families and RNcom support personnel.

Access to this area is strictly controlled to ensure privacy and security.

To celebrate the success of the site to date, and to encourage more people to register, five separate prize draws will take place over the next 12 months.

Only registered members will be eligible to take part.

The prizes will be for events such as relaxation days at health spas, or driving experiences and adventurous events like power-boating.

One registered member will be chosen at random to receive a prize, in each draw.

The five draws will be conducted over the following dates: January 31, March 30, June 29, September 28 and December 10.

Further details will be published on the website for each draw.

The website is continually being developed, and any feedback on the website's current structure would be welcomed; comments should be sent to the Webmaster at [webmaster@rncom.mod.uk](mailto:webmaster@rncom.mod.uk)

## Rule change on residency

A CHANGE of rules means that Commonwealth members of the UK Armed Forces can now count any service, home or overseas, towards eligibility for citizenship.

The Home Office has announced that under the new rules such personnel will no longer have to complete five years residency in the UK (three if married to or the civil partner of a UK citizen) before applying to become a British citizen.

Instead, time served anywhere in the world will be counted towards the residency requirement.

Home Secretary John Reid said: "Every day these members of our Armed Forces put their lives at risk for the British public."

"We should recognise that sacrifice and pay tribute to it by acknowledging that service and ensuring that it is recognised in any application for citizenship."

# Title changes reflect new roles in logistics

JACK Dusties will always be Jack Dusties.

Chefs will be chefs, and scribes will be scribes.

Such is Jackspeak, but their official titles are set for a change as the revamp of long-standing branches sweeps through Loggieland™.

In Warfare World™ OM's are already on the way out, replaced by ABs. Logistics will follow suit in March.

Not because we like changing names for the sake of it, rather because the role of chefs, stewards, stores accountants and writers have changed and their titles demand changing accordingly.

Chefs and stewards will be embraced by the new world of Catering Services (CS); SAs turn into SCs – Supply Chain – and WTRs become Personnel. All will come under a single generic rank: AB or LS(Logs).

"With due respect to our heritage, stores accountants are more than mere accountants today," said Cdr Phil Waterhouse, in charge of the Defence Maritime Logistics School at HMS Raleigh.

"In fact, they don't do much in the way of stores accountancy."

"The job has changed out of all recognition since I joined the Royal Navy. The breadth of logistics is so much wider."

Changes to the logistics world ('logistics' replaced 'supply' a couple of years ago) go beyond 'mere' titular changes.

New to the school are RFA chefs and stewards, now being trained in the bosom of the RN rather than at civilian colleges.

"Cooking is cooking," says 2/O Richard Lavender rather succinctly. "The course is exactly the same for RFA chefs as it is for Royal Navy ones – the only thing we don't do is the divisional side of things."

"There is an outdated view of the RFA as merchant sailors on a cruise ship."

"We are part-and-parcel of the Naval Service. We work hand-in-hand with the Royal Navy, so why shouldn't we train with them?"

RN experience rubs off on the RFA trainees and vice versa – extremely useful experience when the sailors go to sea.

The first batch of RFA stewards to be trained at Raleigh passed out after a 12-week course at the end of November; another group arrives at Torpoint next month.

For the auxiliary trainees, life at Raleigh is a shock to the system



● CPO Anthony Evans on a stock-taking round with Chef 'Scouse' Strong on HMS Ocean during the Vela deployment off the coast of West Africa

Picture: LA(Phot) Ray Jones, HMS Ocean

– but not in the way you might imagine it.

"It's a lot more friendly and casual than we expected it – it's not like in the movies," said Cook Jamie Richardson.

"It's actually really good for us to work together."

Other changes are afoot. The training which junior logistics officers have received, via the Initial Logistics Officers Course, has been, the team concedes, "too narrow".

"Today's officers can tell you specifics such as the daily messing rate," explained Cdr Waterhouse.

"You need to know that your team knows such detail because it forms the basis of a ship's operational capability."

"However, it is more important that officers understand the breadth of front, second and third-line support."

"These days logistics officers don't just worry about their own ship, they are concerned about the ships and RM units around them."

"Rather than looking down at their accounts, they are looking upwards and outwards at the task group and beyond."

Some 2,200 sailors pass through the school each year, roughly 250

of them at any one time.

The school is the font of logistics knowledge, but it wants to deliver more at the waterfront, through e-learning, or on the ships themselves – there's little better training than first-hand experience.

Vessels in nearby Devonport assist wherever possible; closer to home there are the 'realistic

working environments': working galleys and wardrooms, a mock-up of a UPO and a storeroom to educate trainees.

But one tenet remains central to the school.

"We need to train our people as we fight," stressed Cdr Waterhouse. "You are a sailor first, logistician second."

## Subtle 'invasion' in helicopter carrier

IT'S always good to be ahead of the game.

You could introduce the Logistics Branch changes in March. Or you could do it six months early, like HMS Ocean.

As Royals poured ashore in Sierra Leone, a more subtle 'invasion' was taking place in the helicopter carrier: there were chefs in the wardroom, normally the domain of stewards.

It was one of the more visible signs of the way the revamp of the logistical world could manifest itself this spring.

Cdr Bob Gray, Ocean's head of logistics, and his management team decided to take advantage of the opportunities the new set-up offered to test the water early.

He said: "We have well and truly jumped the gun, but with a very busy deployment ahead of us with a large embarked force, I needed ratings on the ground ready to support the ship."

"We were in a position where due to gapping and all sorts of other reasons, we had some critical shortages across the hotel services specialisation."

"With the knowledge that these branch changes were going to take place, it seemed sensible to us to use the flexibility that we had to plug those gaps in such a way that was consistent with branch development principles."

"We needed a new solution based on these new principles. Instead of looking at chef and steward billets, we decided to look at them all as catering service billets and take a wider view."

WO1 Jeff Boswell, himself a source branch caterer, explained: "We lacked managers initially at a senior rate level. But within my team we had an abundance of people selected as petty officer."

"We rated one up early and moved a more experienced PO into the wardroom areas to supervise and manage."

Along with the move of the PO Caterer into the traditional stewarding team for the wardroom, a Leading Chef headed up the pantry, running a team of up to three stewards.

CPO(CS) Antony Evans said: "Being a source branch steward, having a PO Caterer coming into my world has worked out really well."

"It has brought a fresh set of eyes. And it has assisted in the day-to-day running of the wardroom complex."

There is no doubt that this transition between catering and stewarding will present many challenges.

But as WO1 Boswell said: "If you're prepared to do something about it and learn each other's specialisation, it's got success written all over it."

Both men see the value in the changes, increasing chances for promotion, greater job variety and satisfaction and improving job opportunities for life once outside the Service.

For anyone looking at a future in restaurant or hotel management, a Catering Services specialist will be offering up to employers a complete package with knowledge of 'front of house', accounting, kitchen and hotel skills.

In the meantime, this flexibility will be invaluable to the Service too as we move ahead with new classes of ships and ways of working.

The initial 'toe in the water' phase proved so successful that a decision was taken for three chefs and three stewards to swap roles for the remaining period during the carrier's time on Vela.

## Forces adjust to no-smoke policy

AS PART of the Government's intention for all its Departments to be smoke-free by the end of 2006, a No Smoking Policy was introduced at 0600 on New Year's Eve in all MOD and Service enclosed workspaces and vehicles, messes and clubs in England, Wales, Northern Ireland and overseas.

This is in advance of the requirement for all enclosed public places and workspaces, including offices, factories, pubs and restaurants, to become smoke-free from July 1 this year.

For the Naval Service this follows on from a ban on smoking between decks in surface ships in March last year, which will be extended to RFA ships in April and in submarines in June.

Although MOD policy gives local commanders the discretion to allow smoking in single living accommodation, all Naval establishment and unit commanders have agreed that they will not take up this option because of the significant constraints which such an exemption would place on their ability to allocate rooms to smokers and non-smokers, given that the Naval Service is committed to ensuring that those who do not wish to be subjected to second-hand smoke should not be so exposed.

They also had concerns at the implications for cleaners entering smoky rooms, the costs of regular deep-cleaning and the effect of such an exemption on the Navy's healthy lifestyle campaign which seeks to encourage as many people as possible to give up the habit.

As is already the case in Scotland, therefore, Naval policy is that no smoking will be permitted in any cabins.

For those smokers who want assistance to kick the habit there is help at hand.

Smoking cessation courses and counselling are being run regularly in all medical centres and sickbays on board HM ships and submarines, and nicotine substitutes are available to help where appropriate.

For external help the Government has set up a national quit helpline on 0800 169 0 169.

## Conference flagged up

THE Tri-Service Gay, Lesbian, Bi-sexual and Transgendered Conference 2007 will take place at the Union Jack Club in Waterloo on Friday January 26, and is open to all ranks.

The conference will start at 10am, with various breaks during the day, and will culminate with a buffet meal in the evening.

Guest speakers have been invited and there will be plenty of opportunity for views and discussions in general and individual Service forums.

Accommodation can be booked through the normal channels at the Union Jack Club by calling 020 7928 4814 or through the website [www.ujclub.co.uk](http://www.ujclub.co.uk)



● A carol service at Fleet headquarters has been organised by the Portsmouth Women's Network (PWN), and included a raffle which helped raise £216 Havant Women's Aid, a group helping women and children escape domestic violence. A 12-strong brass band accompanied the singers at Leach Building, and everyone received a complimentary mince pie. The PWN supports MOD Service and civilian women in the Portsmouth travel-to-work area





## Reunions

**JANUARY 2007**  
HMS Illustrious Association: Annual service of remembrance at St Mary's Alderman, Bow Lane, London on January 18 at 13:05. This will be followed by a short reunion with refreshments at a nearby hostelry. Nearest Tube station is Mansion House, Circle Line. Contact Frank Lynch on 029 2048 6063.

**FEBRUARY 2007**  
HMS Penelope: Reunion and AGM 2007. To be held in Blackpool, February 16-18. Contact the secretary Mike Bee at [mike.bee@ntworld.com](mailto:mike.bee@ntworld.com) or write to 1 Oddfellows Street, Mirfield, WF 14 9AB.

**HMS Andromeda Association:** Annual reunion to be held at the Trecarn Hotel, Torquay, February 23-26, 2007, all commissions and all ranks are most welcome. Full details from Birdie Cage on 01394 461082, Rick Matthews 01449 678498 or visit the website [www.hms-andromeda.co.uk](http://www.hms-andromeda.co.uk).

**MARCH 2007**  
HMS Triumph: Reunion at the County Hotel, Skegness, March 2-5. Contact Len Allen for details at [navtot7@aol.com](mailto:navtot7@aol.com) or tel: 01992 710854 or write to 489 South Ordinance Road, Enfield, London, EN3 6HT.

**HMS Gannet Reunion:** All serving, ex-serving and associated civilian personnel welcome. Reunion at HMS Gannet on March 3. Contact the reunion committee online at [pureunion@a.dl.mod.uk](mailto:pureunion@a.dl.mod.uk) or tel: 01292 674285 or 674246.

**HMS Glasgow (C21/D88):** 28th annual reunion on March 9-12 at Mill Pythe Holiday village, Hayling Island. Half-price bar every night, so come on and swing your old lamps. Details from Alan Mercer, 89 Royal Avenue, Widnes, WA8 8JL.

**Federation of Naval Associations** hold a reunion of former Navy personnel at Hayling Island, March 9-12. If you are a member of an association that does not organise a reunion, or an ex-shipmate who would like to join us as an individual, you will be made very welcome. £100 per person for half board, entertainment and ensuite accommodation. Drinks at the bar half price. Contact Robbie Robson, 12 Rainton Street, Old Peshaw, DH4 7HQ or tel: 0191 584 7058.

**HMS Belfast Association:** AGM and reunion will take place on March 17 at 12:00 onboard the ship. All members are welcome. For details contact the Secretary online at [johnrooke@beeb.net](mailto:johnrooke@beeb.net) or the website at <http://www.iwm.org.uk/hmsbelfast> or write to Park View, Popes Lane, Ealing, London, W5 4LU.

**Wrens Reunion:** All former members of the Wrens/WRNFR are invited to a reunion at the Home Club, Portsmouth on March 22. All profits will go to the Wren's Benevolent Trust. For more information contact PO Connell-Malcolm on 07876 554714.

**APRIL 2007**  
824 Squadron A Flight, Falklands/RFA Olmeda (1982): Reunion April 7 in Plymouth. Venue and accommodation to be confirmed. Contact Jan Cox at [jancox1@msn.com](mailto:jancox1@msn.com) or tel: 01935 477575 or write to 42 The Avenue,

Yeovil, BA21 4BN.

**HMS Wizard & HMS Cadiz Association:** AGM/Reunion in Portsmouth, April 11-13. Growing membership. All commission, ranks and rates most welcome. Contact Tom Fox, Marsheto, Church Lane, Meriden, Coventry, CV7 7HX or tel: 01676 523298.

**HMS Grenville Association and the 25th Destroyer Flotilla Grenville, Ursa, Undaunted, Undine, Ulster, Ulysses and Urchin:** Reunion at the Stretton Hotel, Blackpool, April 17-19. Contact ARNA 01233 625 688 or Secretary on 01654 711599.

**MAY 2007**  
HMS Adamant: Reunion and AGM in Skegness, May 11-14. Contact AE Walker on 01977 700838 or 01262 468503 for information.

**HMS Cleopatra Old Shipmates Association:** A flourishing organisation which is actively recruiting ex-Cleos from the cruiser and frigate to join. Wives and partners are also very welcome. AGM and reunion is in Bournemouth, May 11-14. If you are interested contact Warwick Franklin at [warwick.franklin@hotmail.com](mailto:warwick.franklin@hotmail.com) or tel: 01752 366611 or write to 127 Kit Hill Crescent, St Budeaux, Plymouth, Devon, PL5 1EL.

**HMS Bigbury Bay Association:** Annual reunion at the Savoy Hotel, Skegness, May 18-21. All crew members are welcome. Contact the secretary David Ditcher at 17 Alison Crescent, Whitfield, Kent, CT16 3LN or tel: 01304 827109.

**HMS Forester H74:** Reunion takes place at St Ives Hotel, Lytham St Annes, May 20-24. Details from Dennis Headford, 6 Old School Close, Hoyland, Barnsley, South Yorkshire, SY4 0EQ or tel: 01226 740637.

**JUNE 2007**  
HMS Khedive: Reunion in Blackpool, June 22-24. Also joining the Burma Star reunion. Relatives and close friends are welcome. For more information contact Bob Evans, 40 Merrick Road, Wolverhampton, WV11 3NZ.

**JULY 2007**  
The D-Boats Association: The Silver Jubilee reunion takes place in HMS Nelson, Portsmouth on July 8-9, with a visit to VT Shipbuilders for a guided tour of the T45 project. The 'D' Boats is open to anybody who served in WW2 Defender Class or 1950s Daring Class Destroyers. Contact Mike Smith, 208 Main Road, Clenchwaton, Kings Lynn, Norfolk, PE34 4AA or tel: 01553 765530.

**SEPTEMBER 2007**  
HMS Suffolk Association: Grand reunion at the Falcon Hotel, Stratford upon Avon, on September 14-15. Contact John Blackman on 01273 302147.

**Castle Class Corvette/Frigate Association:** Reunion takes place in Torquay from September 28 to October 1. Wives and partners will be very welcome. To join the association contact the secretary, Mike Biffen, 81 Beakes Road, Smethwick, West Midlands, B67 5RS or tel: 0121 429 3895.

## Where are you now?

**HMS Andromeda:** Looking for Scott Doughty last seen on HMS Andromeda 1987-8. Married Jane in Kettering 1990. Contact Keith Goulding (Appleton) ex WEM(O) at [Vgoulding@btinternet.com](mailto:Vgoulding@btinternet.com) or tel: 01460 53828 or write to Brymar, Lister Hill, Ilminster, Somerset.

**HMS Ark Royal:** Does anyone know where to contact either Chris or Paul Hoskins. Chris served in the Ark around 1974 as a cook; his brother Paul may have also served on the Ark, possibly 1977 as an engineer. If you can help contact Gary Wilkinson online at [gary.wilkinson1@ntlworld.com](mailto:gary.wilkinson1@ntlworld.com) or tel: 01522 801974 or write to 211 Loughton Way, North, Lincoln, LN2 2AW.

**HMS Armadillo:** Seeking relatives of RN Commando Leonard Thompson who was in RN Commando Unit 'T' (Tare), training at HMS Armadillo, Ardunturny, on Loch Long, Scotland. He spent winter 1943 with No 9 Beach Group at Monkton Camp, Ayrshire, later landing on Gold Beach, Normandy, on D-Day. Contact Ian Stevenson Martin, 52 Gladstone Road, Saltcoats, Ayrshire, KA21 5LF.

**BYMS:** Seeking any rating that served on BYMS Minesweeper, afloat or ashore (1944-46) at Sheerness, Queenborough, Dover etc. Trying to form a reunion. Contact J R Alberts, 79 Harold Street, Dover, Kent, CT16 1SB or tel: 01304 203581.

**HMS Centaur:** Seeking images of HMS Centaur around 1964, especially photographs including David Leslie Bird. The pictures would be for his grandson's family album. Contact Nikki Whitehead at [nikkiwhitehead@btinternet.com](mailto:nikkiwhitehead@btinternet.com) or tel: 01752 283824 or write to 196 Westfield, Plympton, Plymouth, Devon, PL7 2EJ.

**NAM(AVE) Jim Davies:** Seeking Jim who served 1952-64 and was last heard of when en-route to Sydney, Australia, in 1965. If anyone knows of his whereabouts could they contact Dave Barnes at [silverfox3140@talktalk.net](mailto:silverfox3140@talktalk.net) or tel: 01343 815473.

**HMS Eastbourne:** Seeking PO Cook Pete Lowe, served on HMS Eastbourne 1976-77. Last known to be instructing at Pembroke. He was best man at our wedding in 1977, would love to hear from him again. Contact Tom Renter (AB) at [tom@rentert.karoo.co.uk](mailto:tom@rentert.karoo.co.uk) or tel: 01482 817989 or write to 8 Chesterholme, Fleet Est, Bilton, Hull, HU11 4BD.

**Beach Club Hotel, Torremolinos:** Seeking Dave and Diane (surname unknown) who stayed at this hotel in September 2006. Dave was in the RN and lost fingers on his right hand in the Falklands. He is now 65 and is a voluntary worker. Diane works for Portsmouth City Council. Arthur and Val Hopkins would like to get in touch. Contact them at 169 The Croft, Llanrhidian Holiday Park, Gower, Swansea, West Glamorgan, SA3 1EU.

**HMS Forward:** Fran Millis (née Parsons) would like to hear from anyone who remembers her from their time at HMS Forward, Newhaven, and Dragonfly, Hayling Island. Also from her time at the Rosario Club in HMS Dolphin. Contact Fran at 4 Glenn

House, Northcott Close, Gosport, Hants, PO12 2PY or tel: 023 9252 2064.

**Jim Froggatt:** Anyone who knows Jim (ex CPOWTR 1966-88) and his family is welcome to contact him at [jim@froggatt48.wanadoo.co.uk](mailto:jim@froggatt48.wanadoo.co.uk) or tel: 01332 670729.

**Tony Gale:** Would Tony Gale who sent an amusing dit called Part One to Reg Osborn for use in his recent book *Trust me... I'm an Old Sailor*, send his address to Reg Osborn, 55 Norbury Hill, London, SW16 3LA.

**Anthony 'Tony' Goddard:** Angela is searching for her half-brother Anthony who she believes was in the RN during the 1960s and 70s. He was born 1945-46 and spent his childhood in Newbury, Berkshire. They were parted when very young, but she would love to be in contact again. Contact Mrs Angela Foster (née Green) at [afoster@wanadoo.es](mailto:afoster@wanadoo.es) or write to C/Cerro Antonino 15, Fuente Camacho, 18314 Loja, Granada, Spain.

**HMS Illustrious:** Seeking Lt (SD) Jurgen 'Mo' Morrison, HMS Illustrious, Minerva and Ocean, Stephen Lennon formerly HMS Galatea, Illustrious and London has lost touch with his good friend 'Mo' Morrison and would like to get back in touch. Could anyone who knows of him contact Stephen at 34 Camore Crescent, Camore, Dornoch, Sutherland, IV25 3HU or tel: 01862 811798.

**HMS Kent:** first commission 1963: Tracing TO2 Dave Cooper, 2E Mess, originally from the Swindon area. If anyone knows of his whereabouts could they contact John Scott at [thewhites4ever@hotmail.com](mailto:thewhites4ever@hotmail.com) or tel: 01202 567189 or write to 7, Hamilton Road, Hamworthy, Poole, Dorset, BH15 4EP.

**HMS Kharoutm:** Arnold Foxon is seeking anyone who knew him especially an ex A/PO AAI who was on Kharoutm when he got married at Stonehouse in the 1940s. Contact Arnold Foxon, 58 Priory Road, Ulverston, Cumbria, LA12 9HN or tel: 01229 587577.

**LCF38:** Mr Spriggs is seeking Parker (first name forgotten), last seen when they came off survival leave at Westcliff on Sea after being sunk at Walcharen in LCF38 on November 1, 1944. Parker was a signalman known as 'Bunts' and was living in Cleethorpes, Mr Spriggs was then living in Market Harborough. Contact him at 85 Lindsay Avenue, Abington, Northamptonshire, NN3 2LZ.

**ML902, LCF37, MGB 583:** Seeking Tommy Higgins, who served on these vessels with Andy Read as 'sparks' (1942-46). Light Coastal Forces & Landing Craft Flak 37. If you know of him contact Andy Read at 11 Philip Close, Frinton Homelands, Walton on Naze, CO14 8RZ.

**HMS Onslow:** Maurice is seeking information about Bert Bloefield of HMS Onslow and Hays Wharf, London (1948). Also is there an HMS Onslow Association who may have records of past crew members? Contact Maurice Woodcock, 5 Elsa Kidson Court, Stoke, Nelson, New Zealand.

**Raleigh, Stoker intake, September 1955:** Arnold Brookes would like to know if there is anyone still around from this intake? If so he can be contacted at [arnold.brookes@v21net.co.uk](mailto:arnold.brookes@v21net.co.uk) or tel: 07784 774401 or write to 10 Cedarfield Road, Oughtlington, Lymm, Cheshire, WA13 9HN.

**HMS Raven:** Seeking Fred Lloyd (AM/O) formerly from West Norwood, London. Last known address was Keppel Mess, HMS Raven, Southampton. Please contact Mrs Maisie Keable (née Gardner) formerly from Clapham at 15 Compass Close, Rowner, Gosport, Hants, PO13 9XF or tel: 023 9236 3305. The last meeting was at Waterloo Station.

**Russian Convoys:** Stuart is trying to get information about his father's (John Ogilvie) service on Russian Convoys in WW2. He was a Convo Signalman serving on Merchant ships, so the RN are unable to give me any details of convoys or ships that he was on. Does anyone out there remember him? Contact Stuart Ogilvie at [stuart.ogilvie@tiscali.co.uk](mailto:stuart.ogilvie@tiscali.co.uk) or tel: 01536 483021 or write to 14 Glencoe Drive, Kettering, Northants, NN15 5BP.

**HMS Statesman:** The late PO (Tel) Frederick Barron served on HMS Statesman, possibly 1940-46, when he died at age 21 from cancer. His grandson is trying to trace anyone who served with him. He is trying to do the family tree and would like to get some photographs/stories to add to it. Contact Pat Reilly at [celticboy448@msn.com](mailto:celticboy448@msn.com) or tel: 07783 484715 or write to 5 Welbeck Court, Corby, Northants, NN18 0HP.

**RNAS Gosport 1950, 2MU, 705 Sqdn:** Seeking personnel of the early helicopter units: Frost, Hales, Gorman, Hickman, Penfold, Mathers, Steadman, Blandford, Locke, Williams, Knight and others. Contact R Gilder on 02476 445913 or Les Smith on 01584 711910.

## Navy News on tape

Navy News is available free of charge on tape from Portsmouth Area Talking News for those with difficulty reading normal type. Contact 023 9269 0851 and leave a message with a contact number. No special equipment is needed to play the standard 90-minute cassettes.

## Entries for the Deaths' column and Swap Drafts in February's Noticeboard must be received by January 12

### NOTICEBOARD ENTRIES

- Notices for this page should be brief, clearly written or typed and addressed to - The Editor, Navy News, HMS Nelson, Portsmouth, PO1 3HH or email: [edit@navynews.co.uk](mailto:edit@navynews.co.uk). If you are sending your notice in via email, please include your full address and telephone number.
- Reunions appear in date order, and requests to place an entry in a particular edition cannot be guaranteed.
- Please send in Reunions at least three months (preferably four) before the month of the event.
- There may be a delay before items appear, due to the volume of requests.
- Entries are free to non-commercial organisations. Items pertaining to commercial work, books and publications for profit can only appear as paid-for advertising.
- The Editor reserves the right to edit or refuse publication of submitted notices.
- Space does not allow us to accept more than one free insert. Any subsequent notice will have to be paid for at advertising rates.

## Deaths

**Mne Craig 'Hodgy' Hodgkinson:** Joined Royal Marines in 2004 and described as a 'naturally gifted commando'. Awarded King's Badgement award for most outstanding recruit at the Commando Training Centre RM. Specialised as Landing Craft Coxswain, joining 4 ASRM on Bulwark in 2005. Deployed with Bulwark to Iraq in 2006, awarded the Operational Service Medal (Iraq). A passionate rugby player, he died playing rugby at the Devonport Services Ground, November 7.

**Mne Jason 'Jay' Martin Hyllton:** 539 ASRM. Joined Royal Marines in 2003; 42 Cdo as a Rifleman on completion of training; volunteered to become Landing Craftsman; joined 4 ASRM serving in Bulwark on LCUs and LCVPs; joined Raiding Troop, 539 ASRM and deployed with squadron to Iraq as a Rigid Raider Craft Coxswain. Maj Nathan Hale RM said: "An intelligent man, he adapted exceptionally well to his duties as coxswain, with a level of aptitude far in excess of his peers. He epitomised the true Commando spirit." Aged 33, November 12.

**Corporal B J Nowak:** 45 Commando RM. Joined Royal Marines in 1996; 45 Cdo as a Rifleman on completion of training; 40 Cdo, initially as a Rifleman then as a Section Second-in-Command; Fleet Protection Group RM; 40 Cdo, where trained in Physical Training and Junior Command Course; rejoined 45 Cdo in 2006; volunteered to deploy with 539 ASRM to Op Telic. Lt Col Haydn White, CO of 539 ASRM, said: "He brought the highest levels of professionalism, physical fitness and enthusiasm, and had an immediate and lasting impact on all those he served with." Aged 27, November 12.

**CPO(AWT) Kevin Hanby:** MWC Portsmouth. Ships and establishments included: Jupiter, Charybdis, Illustrious, MWS Southwick, Sheffield, Beaver, Drake, MWS Excellent, Chatham, Campbeltown, FWO Portsmouth, and JDLMO, November 15.

**MEM2 Christopher Devling:** HMS Kent. Joined Royal Navy in 2004, trained at Sultan and joined Kent in 2005, November 27.

**Norman Johnson:** Air Mechanic (A), 804 and 812 NAS. 14th Carrier Air Group. HMS Glory, Korea. 14th Carrier Air Group Association, November 6.

**'Jel' Whittle:** HMS Morecambe Bay Association. Canteen Flat Sweeper, 1951-54 Commission.

**John Shields Paterson:** Master-at-Arms. Joined Ganges as a boy seaman 1955 and served until 1979 in Excellent, Barfleur, Venus, Roebuck, Leopard, Sea Eagle, Fulmar, Terror, Cochrane, Abdiel, part of Operation Rheostat 1974 (Suez Canal clearance), CINCIBERLANT, Osprey and Caledonia, December 3, Aged 66.

**Ray 'Spider' Kelley:** ME. Served 1960-69 in Maryton (Far East mid 60's) and Pancheston (Persian Gulf 68-9). August 28, Aged 64.

**Rod Hayes:** AB. HMS Loch Fada Association. November 13, Aged 63.

**Charles Andrew Heath:** RMB Musician. Served 1936-53 in Prince of Wales 1941 (survivor), Sheffield, Anson and Mauritius. November 20, Aged 84.

**Brian T Robinson:** AB. Served 1952-66 in Mounts Bay, Whirlwind, Surprise, Lynx, HMS Britannia Royal Tour 1962 and Lincoln. September 27, Aged 70.

**Lt Steve 'Stormy' Rowe:** Served Rhyll, Hermes, Hermione and Herald during the Falklands conflict. November 19 in Spain. Aged 66.

**Peter 'Tansy' Lees:** PO Seaman and Diver. Served 1947-63 in Impregnable, Vanguard, Cardigan Bay, Verulam, Daring and Ashanti. HMS Daring and Impregnable associations. October 25, Aged 75.

**Donald Jack:** AB RNR. Served 1938-45 in Rampura, Assejar, and Kale. HMS Kale Association, founder member. June, Aged 87.

**Patrick 'Tom' Turner:** Joined 1938 and served 22 years in Ganges, King George V (Bismarck), Kale, Vanguard (King and Queen visit to South Africa), Morecambe Bay and Bruce. HMS Kale Association, founder member. July, Aged 84.

**John Thorpe:** L/S. Served 1938-46 Royal Fleet Reserve and 46-51 in Wildfire, Dunedin, Hood (injured during Norway operations). Hyacinth (Battle of Atlantic), Dido, Kale, RFR Warrior (Korea). HMS Kale association, founder member. Aged 84.

**Charles Remyard:** Won a scholarship to Greenwich Naval school at age 10. Upon leaving school he joined the RN and served in Iron Duke, Repulse and Fury in the Battle of the Atlantic, Russian convoys and Malta convoys. Russian Convoys Club of Portsmouth and played a major role in the campaign for the new Arctic Star. November 18, Aged 87.

**George A Kent:** CAF. Served 1941-65 in 767, 818, 771, 813 and 800 Squadrons in Eagle and Ark Royal. November 30, Aged 81.

**Dennis J Edwards:** PO. HMS Renown Association. Other ships include Ganges, Maidstone (in Far East at Japanese surrender), Wizard, Defiance and Drake (footballer and cricketer). November 29, Aged 84.

**Edward Oates:** CPO. Served 20 years and six months in FAA at Lissie, Lissie, Arbroath, Fulmar and aircraft carriers Triumph, Illustrious and Bulwark. Aircraft Handlers Association. Aged 76.

**Lt Ron Hall DSM:** Served Repulse, Speedy, Sandown, Creole, Manchester and Bruce. HMS Bruce Association. November, Aged 86.

**Howard Faircloth:** L/Stores Assistant (A). HMS Unicorn Association, served in ship 1943. September, Aged 84.

**Douglas Terry:** Ldg Joiner. HMS Belfast Association, served in ship 1945-46. November 27.

**Roy Johnson AB:** HMS Belfast Association, served in ship 1939-40. November, Aged 86.

**Ronald Fletcher:** Served Ganges, Implacable, Vanguard, Tyne, Victorious, Comus, Vernon and HMV Britannia; HMS Comus Association, served in ship 1955-57. December 1, Aged 74.

**SUBMARINERS ASSOCIATION**  
**Alf King:** L/Stoker, Merseyside branch. Served 1958-61 in Artful, Telemachus and Seascout. Aged 75.  
**W S 'Bill' Cole:** CMEM. Barrow-in-Furness branch. Served 1966-87 in Odin, Renown, Finwhale, Sovereign and Sceptre. Aged 60.  
**L E J 'Les' Sheppard DSM:** L/Sea GL. Dolphin branch. Served 1942-45 in Thorough, Truant and Sceptre. Aged 86.

**LST AND LANDING CRAFT ASSOCIATION**  
**J R Jordan:** Served with the Holland Barge Landing Unit, LBE 16 and 20, LB 'Z' Squadron and Supply and Repair Flotilla 37. February 16.

**A Hooks:** Served on board LCA and LC(L).

**P S Bradley:** Served in Northney. October 26.

**Eileen Brend:** Associate member and widow of former national president, Lt Cdr Jim Brend. November 15.

**Sid Moores:** Served LST 162 and LST 3509.

**Humphrey Gale:** November 17.

**ASSOCIATION OF RN OFFICERS**  
**Lt Cdr J Chrisp:** Served: Pembroke, Excellent, Resource and Orion.  
**Lt Cdr T C C Cook:** Served: Ganges, Royal Arthur, Mauritius, President, Raleigh and Victory.  
**Third Officer A H Dugdale WRNS:**  
**Capt E M B Hoare DSC:** Served: Wanderer, Cattistock, Ready, Troubridge, Gambia, President, Tyne and Dryad.  
**Lt Cdr J R Lamb:** Served: Swift, Victorious, Duke of York, Belfast, Terror, Crossbow, Gamecock and Sheffield.  
**Cdr H G V Meller:** Served: President, Gamecock, Ceylon, Highflyer and Pembroke.

**Cdr C H Stoneham VRD' RNR:**  
**Cdr B R S Symons:** Served: London, Highflyer, Alania, Maggie, Contest and Sheba.

**ROYAL NAVAL ASSOCIATION**  
**Cdr Bruce Spicer:** Lias and district. Served on and commanded MTBs and was involved with the Palestinian Conflict 1947-48. November 12, Aged 77.

**George W 'Bill' Newlove:** L/Sto Mech. Scarborough. Served 1943-50 mostly in cruisers. November 11, Aged 81.

**Anthony 'Tony' Cullender:** AB Gunner. Wymondham. Served 1947-57 in Impregnable, Cygnet, St Brides Bay. Committee member, and HMS Ganges Association. November 2, Aged 75.

**Doris K Humphries:** L/Wren Writer. Swindon. Served 1941-44 in Drake, Vulture, Pembroke and Chrysanthemum. November 7.

**Frank Shipley:** Signalman (TO). Brentwood. Served in Afrikander, Escapade and Rushen Castle.

**Albert Goodey:** Stoker Mechanic. Brentwood. Served 12 years in Asbury Park, Ferret, Flamborough Head, Grindall, Havock, Sake and Stag. November 5.

**Bill Belcher:** Founder member, president and social secretary of Greenford. Served 1939-46 in Hazard and Intrepid. October 8, Aged 84.

**Bob Smith:** Leading Seaman. Margate. Served in Warrior during the Christmas Island atomic tests. November 13, Aged 70.

**Mervyn John Harris:** AB. Bristol. Served 1947-49. November 22, Aged 77.

**Patrick 'Paddy' Sadleir:** PO Motor Mech. Kingston upon Thames. Served 1942-46 in Victory, Pembroke, LCI 166, Combined Ops, Helensburgh and Havant. November 10, Aged 80.

**John Matthey:** Signalman. Market Harborough. Trained at the Sparrow's Nest Lowestoft and Merchant Navy prior to the war. WW2 coastal minesweepers sweeping Channel on the day before D-Day. November, Aged 89.

**Derek 'Den' Craddock:** A/PO. Perth (Western Australia). Served 1938-46 in Sheffield, Russian convoys, Ajax and Dido. Arctic Convoys Association. November 24.

**Ronald Joseph Summers:** EA1. Seaford, secretary. Served 1952-65. November 17, Aged 70.

**Hugh Henry Alison Leonard:** Signalman. Seaford branch. Served 1940-45 in Arrow. October 9, Aged 92.

**James 'Jim' White:** Stoker in submarines. Bude, branch holder of the 'Golden Wheel Spanner', October.

**Tom West:** CPO Sto/Mech. Derby. Served 1940-62 in Norfolk, North Atlantic convoys and involved in battles with Scharnhorst and Bismarck. November, Aged 86.

**Jeffrey 'Jeff' Seamer:** LEM. Derby. Served 1947-54 in Diadem, Howe, King George V, Mauritius, Launceston Castle and Hedingham Castle. Castle Class Corvette Association. November 3, Aged 76.

**Elwyn Evans:** AB. Joined St Vincent 1966 then moved to Dryad. Served in Nialad and Hardy; left RN 1972 due to ill health. Served on committee of Llandudno branch for long periods. October 22.

**R Hughes:** Birkenhead. October.

## Swap drafts

**CPOSA Lynne Joyce:** Draft: HMS Nelson. Will swap for: any shore billet considered. Contact: 9380 27537.

## Appointments

With the transition to the new JPA system, the release of officers' appointment information is under review. Once that process is complete, the appointments list will return.

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# THE TIME OF YOUR LIVES

NAVY NEWS looks back through its pages to recall some of the January headlines of past decades...



● Prince Charles welcomes his mother on board minehunter HMS Bronington in November 1976

## 40 years ago

An emergency appendectomy was carried out on board HMS Hampshire in the South China Sea.

The destroyer was in company with frigates HMS Arethusa and Londonderry on passage to Singapore when AB Bernard Andrews on board Londonderry developed symptoms of appendicitis.

Hampshire's medic Surg Cdr H R McLeod was flown by Arethusa's Wasp over to Londonderry to assess the patient's condition.

With the decision to perform the operation made, another transfer took place, with patient and medical team carried by jackstay over to HMS Hampshire – the Hampshire's stabilisers making it the preferred choice for operating room.

## 30 years ago

It was an unusual Christmas dinner on board HMS Bronington, when her Commanding Officer changed places with the youngest crew member in true Naval (and Saturnalian) tradition.

In this case however, the crew enjoyed a Royal steward for their Christmas dinner when Leading Steward Ron Patterson swapped roles with his CO, stepping up to wear the woolly-pully of the Prince of Wales – and the Prince helped dish out the plates of festive fare.

This was among the final days for the Prince on board his only command – his departure from the ship was with the aid of a wheelchair, as it was deemed by his crew that 'command had aged him'.

## 20 years ago

Frigate HMS Apollo came to the rescue of another Apollo in gale force winds and heaving seas near Bermuda.

A family of seven were adrift in a powerless namesake yacht some 120 miles north-east of the island.

Apollo's helicopter was launched to find the stricken vessel, described as like looking for a needle in a haystack.

But eventually the yacht was spotted and the Hutchings family were found huddled together in the after cockpit.

The little Apollo was towed back by her bigger sister to St Georges, Bermuda – a long, uncomfortable trip in the buffeting winds and seas.



● LA(Phot) Mike Handy won the Defence Photographic Competition with his image of a Sea Harrier

# No doubt that Navy Photos are the best

THIS is the photograph which best captured life in Britain's Armed Forces in the past 12 months.

As HMS Illustrious passes through the Strait of Gibraltar, a pilot of 801 Naval Air Squadron clambers into his Sea Harrier.

The moment was captured on camera by LA(Phot) Mike Handy, earning the leading hand the inaugural Defence Photographic Competition trophy.

Photojournalist Tim Stoddart, Reuters chief photographer in the UK David Viggers and the Sunday Times' picture editor Ray Wells pored over a selection of images from all three Services, plus civilian MOD photographers – which covered front-line operations, exercises and training, plus a smattering of artistic shots.

"I think we've all been surprised by the quality and variety of the pictures," said Mr Stoddart.

"The winning image shows the highly-skilled, technical side of modern warfare. Other images show elegance, sensitivity, adventure and history."

LA(Phot) 'Mez' Merrill from the Fleet Photographic Unit on Whale Island collected the award

for the best sporting image for his impressive 'shadow boxer' picture of Mnc Alex 'The Hornet' Urrutia in the ring.

## RESULTS

### Best Defence Image

Winner: Images from the Upper Deck by LA(Phot) Mike Handy (HMS Illustrious); commended: Preparing for Divisions by LA(Phot) Emily Chambers (HMS Drake)

### Best Professional Photographer

Commended: Moody Boxer by LA(Phot) Mez Merrill (FRPU Whale Island); Portrait of SAC Frankie Ling by PO(Phot) Tam MacDonald (FRPU Clyde); Graveyard Shift by LA(Phot) Brian Douglas (FRPU Whale Island)

### Best Sporting Photographer

Winner: Moody Boxer by LA(Phot) Mez Merrill (FRPU Whale Island)

### Best Amateur Photographer

Runner-up: Night Flying Ops on HMS Somerset by Cdr David Burns (HMS Somerset)

## Sultan sees off the last off the MEMs

IT's the end of an era of stoker training at Gosport engineering establishment HMS Sultan.

MEM training has now officially ceased at the engineering base, and the new Engineering Technician (ET) training is well under way.

The Artificers are also on the way out, with MEA training courses fading out in 2010.

New career courses have begun for leading hands and petty officers. The first of the POET courses featured four CMEMs who have volunteered to transfer over from the source MEM branch to the ET stream.

According to the establishment's PRO Lt Cdr Richard Hanslip: "This has presented a challenge to all concerned, but from the results so far is a rebuff to those sceptics who believe you can't teach an old dog new tricks – or perhaps they are not that old after all."

"There are over 50 volunteers to date, which is a good indication that this will be the right path to take for a lot of legacy senior ratings."

"The message to all those who feel they have the ambition and the aptitude is 'go for it'."

All the new ET courses from the Initial Career Course for fresh-faced engineers to the old and bold courses for the WO2 level have been redesigned to meet the demands of the modern Fleet.

The courses have been revamped to keep up to date with modern instructing methods.

## Have You Missed Us?

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## NOTICEBOARD



## Ask Jack

Star and semaphore badge: Tony is trying to identify a badge, it is of a star (six-pointed) and crossed semaphore flags with an AM underneath. Tony is not ex-Navy so his knowledge is limited but he believes it could identify a Petty Officer Signaller but no one he has contacted can advise what the AM indicates. If you can help contact Tony Murphy at [anthony.murphy7@ntlworld.com](mailto:anthony.murphy7@ntlworld.com) or tel: 01273 705526.

Hillson Banks: Seeking information regarding Hillson, born in Sanden (near Letchworth), Hertfordshire. Died of natural causes whilst in service in the early 1970s. Contact Peter Saunders, 72 Woodstock Road, Bedford, MK40 4JY or tel: 01234 309926.

Motor Yacht Bounty: Peter is captain of a Motor Yacht called Bounty, Cdre Stevens' flagship at the Dunkirk evacuation, commanded by Lt C A Lundy who was the owner. She carried 1,100 personnel off the beach to the waiting bigger ships; before being towed home with 150 soldiers aboard. For the war she acted as an armed yacht and was part of the inshore patrol off the south coast. Peter would be intrigued to learn about her Naval crew during the war, her actions, and whether any of the rescued personnel are still alive and contactable. Any information to Peter Downie at [Bountycharter@aol.com](mailto:Bountycharter@aol.com) or write

to Catherine Cottage, Addison Road, Sarisbury Green, Southampton, SO31 7ER.

SMS Emden: Alastair Forsyth's uncle has told the story of a glass case with a carving knife and fork mounted on the pig's trotters of the cruiser Emden's pet pig. It has become one of Alastair's life ambitions to track down these trotters and even the original owners. If you can help, please contact Alastair at [alastair.forsyth@mailsnare.com](mailto:alastair.forsyth@mailsnare.com) or write to him at The Gardens, Hoxne, Eye, Suffolk, IP21 5AP.

HMS Ganges 1942: Seeking information regarding the late Bertram George Davies, born August 1924 in Dudley, Worcestershire. He joined Ganges in 1942 and was discharged from Pembroke in 1946. His son would like to hear from anyone who trained or served with him during those years. If you can help please contact Harvey Davies on 07749 808 5566.

Levant Schooner Flotilla was manned by volunteer RN Special Service personnel and operated from a covert base in the eastern Mediterranean carrying SBS patrols to and from their targets. It is believed there was a similar unit in the western Mediterranean operating from North African bases and known as the African Flotilla. Reg would be most interested to hear from anyone who has any

information on these. Contact Reg Osborn, 55 Norbury Hill, London, SW16 3LA.

Operation Big Bang: This occurred on the island of Heligoland on April 18, 1947. Next year is the sixtieth anniversary. Mr Butler was a First Lieutenant on one of the motor launches used to patrol the island and was the last to leave before the explosion. He is interested in hearing from anyone who witnessed the event or has any other information about it. Contact Mr B O Butler, 21 Mimosa Avenue, Wimborne, Dorset, BH21 1TU.

Mk 8 Torpedo: A war museum being developed in Pembrokeshire has acquired two Mk 8 torpedoes. They need the skills of an ex TASI, UW or EA, familiar with the Mk 8, to split the torpedo apart into its three main sections. They also need the loan of a torque-wrench to undo the bolts holding the sections together. The writer can accommodate anyone prepared to help. Contact Lt Cdr D Gerrish (TAS Rtd), Bwlchyrhos Farm, Goodwick, Pembrokeshire, SA64 0JY or tel: 01348 873342.

"Touch your collar": Peter was in the Navy during the 1940s and 50s and often wonders where the practice of ladies coming up to you when in uniform and saying "touch your collar for luck" began. In those days many

sailors wore their uniform when on leave. Peter still has his 'tiddley' suit, though sadly it doesn't fit anymore. Contact Peter Finch, 3 Prince of Wales Road, Chapelfields, Coventry, CV5 8GR.

HMS Woolwich: Does anybody have a photograph of the Japanese POWs boarding the ship during 1945. If you can help contact Jim Aries on 01525 872944.

## Sports lottery

November 18: £5,000 – Surg Lt R S Taylor, HMS Nelson; £1,500 – LOM(EW) J T Anger, MWS (Southwick Park); £500 – Std2 K S Lovell, HMS Bulwark.

November 25: £5,000 – AET1 G A Powell, RNAS Culdrose; £1,500 – AEM1 W Shorney, RNAS Yeovilton; £500 – CH1 K Gillies, HMS Ocean.

December 2: £5,000 – Lt S A Shaw, RNAS Culdrose; £1,500 – NA(AH)2 D T Phillips, HMS Albion; £500 – POMEA M M Craig, HMS York.

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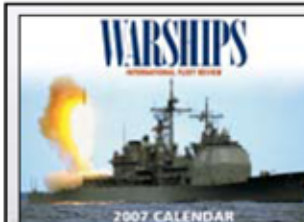
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# Rookesbury girl wins national title

PUPILS, staff and parents were delighted with Shelby Baker's stunning victory in the Girls' U12 hurdles at the National Prep School Championships, held at the end of the summer term in 2006.

After coming second in the Wessex Championships held in June, Shelby (pictured) went on to defeat all comers at the national competition held in the Midlands in July, breaking the course record in the process.

"Shelby is a very able sports-woman who has enjoyed considerable personal and team success in all of the sports that she has played here at Rookesbury," commented Rookesbury head of sport and PE, Jackie Edney.

"She is a natural athlete with a fine temperament, who enjoys training and competition. Shelby is definitely one to watch for the future and I hope that she will go on to even greater things during her athletics career."

Shelby also played a leading role at the school's annual Sports Day held at the Wickham Prep School.

"At Sports Day, we were able to celebrate not just the individual successes and development



of many of the children but also the participation of all of them," said the Rookesbury headmaster, Paddy Savage.

"Sport for all" is the central tenet of the sporting philosophy here at Rookesbury."

The event was brilliantly supported by parents and grandparents who took great pleasure in the achievements of the children – as well as the wonderful tea that signalled the end of this Rookesbury day.

For information please ring 01329 833108 or visit the website at [www.rookesburypark.co.uk](http://www.rookesburypark.co.uk).



• Royal Masonic girls enjoying life at school

## RMS nurtures the best

THE ROYAL Masonic is a distinctive girls' day and boarding school occupying a stunning 300-acre site within 30 minutes of Central London.

RMS is predominantly a day school with a very strong boarding tradition. It offers weekly, full and flexi-boarding and this adaptable approach to boarding suits many working families.

The school received highly complimentary boarding and full inspection reports in 2005.

RMS accepts girls from a relatively broad range of ability and offers an exceptionally wide curriculum. The school is not a league-table-driven school; all RMS girls have right of transfer from the Preparatory to the Senior department.

All girls are valued equally, wherever their strengths may lie, and the school knows that

children are diverse in their talents. Sport, art, textiles, design technology and the performing arts are all outstanding features.

The school's 'Value Added' scores at both GCSE and A-Level place RMS in the top five per cent of all schools nationally.

The calm, purposeful atmosphere and friendly and supportive relationships promote high self-esteem and high achievement.

RMS endeavours to combine the best of tradition with a forward-looking approach to the education of young women, and standards of behaviour and courtesy are exceptionally high.

Thus girls emerge as well-qualified, confident and socially-skilled young women who invariably win places at their first-choice university, after experiencing a challenging but happy education that is not overly pressurised.

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 Tel: 01304 245024 Mtl: 94284 5024  
 Fax: 01304 245019 Mtl: 94284 5019  
 Email: [headmaster@doyrms.com](mailto:headmaster@doyrms.com)  
 Website: [www.doyrms.mod.uk](http://www.doyrms.mod.uk)




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# Take a peek at Portsmouth High

THE NURSERY at Portsmouth High School celebrated its first birthday last term and welcomed a whole new group of children to the class, housed within the school's award-winning Early Years building.

The Nursery has been buzzing with activity since it opened in 2005.

Nature trails, farmyard visits, pancake-making, investigating in the garden, singing, dancing, model-making, role play and a whole host of other activities have kept children engaged and entertained, and given them a flying start to education in the Foundation Stage.

Parents and children can come and join in the action themselves as part of the Nursery fun afternoon on Monday February 12, 2007.

The Nursery, for children aged three to four years, allows the school to offer continuity of education throughout this critical stage.

Children can take advantage of the most up-to-date facilities,

including a secure outdoor play space, designated art and reading areas, computers and an interactive whiteboard.

There are many benefits to the Nursery for adults too. Flexibility of sessions to suit parents and out-of-hours care from 8am to 6pm during term-time and during the school holidays are advantageous to those returning to work.

Parents can also use employers' childcare vouchers to fund both education and care in the Nursery and Government nursery vouchers are available for all three to four year olds.

Children benefit from specialist music provision and foreign language teaching. Hot lunches are on offer every day.

Charlotte Hadfield, Acting Head of the Junior School, said: "Each and every one of the children in our care is important to me and my staff - we know them well and, during their time with us, we ensure that they are happy and successful."

"The Nursery celebrated its first birthday in September and

our first Nursery class moved to Reception. It is great to see these happy, confident children moving on within the school and, of course, to welcome our new pupils."

A recent OFSTED nursery inspection reported that: "Children are extremely interested, excited and motivated to learn; they eagerly join in the extensive range of stimulating well-organised activities."

Parents are invited to find out more by visiting on Wednesday January 31 for a drop-in morning between 10am and noon.

Individual appointments can be made by calling 023 9282 6714, e-mail [admissions@por.gdst.net](mailto:admissions@por.gdst.net) or [www.gdst.net/portsmouthhigh](http://www.gdst.net/portsmouthhigh).



● Children at Portsmouth High



● Carol Sweeting, Elizabeth Seemark and Samuel Bass, Year 10 pupils at Wellington School

## Wellington pupils are real high-flyers

THREE lucky youngsters from Wellington School had an exciting finish to their Combined Cadet Force weekend when they were brought back to school in a helicopter.

Carol Sweeting, Elizabeth Seemark and Samuel Bass, all Year 10 pupils at Wellington, had been taking part in the CCF Recruit Cadre weekend near Barnstaple.

All Year 10 pupils at the School have the opportunity to join the CCF and this Cadre weekend is an intense two days of team-building, marching and rifle drills, not to mention a fair amount of ironing and polishing...

This year 93 pupils in Year 10 took part and each of the three sections - Royal Navy, Army and RAF - voted for the cadet who showed the best all-round ability.

The prize for Carol (Royal Navy), Lizzie (Army) and Sam (RAF) was the flight back to school in a Lynx Mark 8 helicopter from 702 Squadron at RNAS Yeovilton, who have been hugely supportive of the school's CCF over the years.



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[www.shebbearcollege.co.uk](http://www.shebbearcollege.co.uk)

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or email [admin@wellington-school.org.uk](mailto:admin@wellington-school.org.uk)



**Wellington**  
SOMERSET

[www.wellington-school.org.uk](http://www.wellington-school.org.uk)

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### FORTHCOMING EVENTS AT PORTSMOUTH HIGH SCHOOL...



**Drop-In Morning on Wednesday 31 January**

See the whole school from the Nursery through to the Sixth Form in action from 10.00 to 12 noon.

**Entrance Examination on Saturday 3 February**

Senior School entry for September 2007.

**Nursery Fun Afternoon on Monday 12 February**

Fun activities for parents and children.



**Portsmouth High School**

023 9282 6714

[admissions@por.gdst.net](mailto:admissions@por.gdst.net)

[www.gdst.net/portsmouthhigh](http://www.gdst.net/portsmouthhigh)

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The Nursery 3-4 • Junior School 4-11 • Senior School 11-16 • Sixth Form 16-18





## Truro gets special marks

GCSE MARKS at Truro High School for Girls were so outstanding this year that five girls received special commendations from the examining board – four of them for English and one for French.

Even more impressive when you know that only five commendations are awarded for each subject throughout the country.

A-Level students did equally

well with four girls – Tara Metcalfe, Fehran Wallace, Natalie Moores and Barbara Wang – accepted for Oxbridge colleges.

Almost all other pupils achieved the grades needed to win places at their chosen universities.

Robyn Beresford, who achieved a commendation for English Literature and eleven A's at GCSE, has also scored a major

success with her flute playing as one of only four musicians to star in their own concert as part of Classic FM's Two Moors Festival.

"Every girl matters at Truro High School," said headmaster Michael McDowell.

"We encourage every pupil to develop their own potential – wherever their particular talents lie."

### Royal Hospital School

Holbrook, Suffolk, IP9 2RX

Tel 01473 326200 Fax 01473 326213

email: [admissions@royalhospitalschool.org](mailto:admissions@royalhospitalschool.org)

[www.royalhospitalschool.org](http://www.royalhospitalschool.org)

RHS provides an all-round education for 630 boys and girls aged 11 to 18.

It is a HMC Day and Full boarding School set in 200 acres of fine Suffolk countryside, overlooking the River Stour.

Through the generosity of Greenwich Hospital, the Crown Charity may be able to offer fee concessions to the children and grandchildren of seafarers.

Generous discounts are offered to pupils eligible for CEA (BSA)

**Saturday 20th January 2007**  
Entrance Exam at RHS and  
Portsmouth

**Saturday 27th January 2007**  
Scholarships Day

(Scholarships available include: Academic, Sport,  
Music, Art and Sailing)



## Prince Andrew returns to RHS



PUPILS at the Royal Hospital School in Suffolk were in celebratory mood in October as the Duke of York, Prince Andrew, visited the co-educational full boarding and day school.

The Prince opened the completed first phase of the multi-million pound refurbishment programme and presented a new Queen's Colour to the school.

It was one of the most significant visits that Prince Andrew has made to the Suffolk school.

He was there to present a new Queen's Colour to replace the existing Colour, which was given to the school in 1969 by his grandmother, Queen Elizabeth the Queen Mother. The previous King's Colour was presented in 1918.

Headmaster Howard Blackett said: "I am delighted that the Duke of York was able to open Anson House – this completed the first phase of our £18m five-year refurbishment programme of the school."

He added: "The quality of the new accommodation in the refurbished house is absolutely superb – I know we will soon be the envy of many a boarding school."

Anson House is a boys' boarding house and the first of ten houses to be refurbished.

It has been designed to accommodate 58 pupils, in en-suite rooms for four or less. Each individual area is provided with an internet connection.

Each of the larger dayrooms has a plasma screen, and there are two rooms set aside for music rehearsals, and games rooms for both the junior and senior pupils.

Day pupils have allocated workstations and a dayroom in the refurbished building.

The refurbishment of Anson House cost £1.5m, including two integral executive staff apartments and a detached four-bedroom housemaster's accommodation as part of the project.

In the afternoon, the pupils of the Royal Hospital School performed an impressive ceremonial parade in which the Queen's Colour was renewed by Prince Andrew.

● Picture top left: Tom Wood receives the new Queen's Colour from the Duke of York

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Fax: 01980 618245 Mil: 94344 8245

email: [enquiries.ceas@gt.net.gov.uk](mailto:enquiries.ceas@gt.net.gov.uk)

[www.ceas.mod.uk](http://www.ceas.mod.uk)

Artist?  
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### Truro High School for Girls

#### 11+ Entrance Examinations

Saturday 27 January 2007

For more information, please telephone Mrs Ellison, Headmaster's secretary.

Scholarships and 100% assisted places available.

**01872 272830**

[www.trurohigh.co.uk](http://www.trurohigh.co.uk)



TRURO HIGH SCHOOL  
FOR GIRLS



## Perrott Hill is home from home

PERROTT Hill is a home from home with a happy and busy boarding community.

The school has a great deal of experience in looking after children whose families are in the Services.

The school is delighted to be able to offer bursaries to the children of Service families.

Open mornings, on Friday January 19 and Saturday January 20, are an excellent way of visiting the school.

Prospective parents and children are shown Perrott Hill by current pupils and have an opportunity to meet the headmaster, Mike Davies, and other members of staff.

If you would like more information or have any questions please contact the school.

Perrott Hill continues to grow in popularity and Mike Davies believes the reason for this is its holistic approach.

He said: "Everyone knows each other and, importantly, pupils are given great personal care to develop and thrive as individuals before they step on to life at their next school."

## Giant green dragon visits St John's

IT WAS an exciting end to an assembly for the boys and girls of St John's College, Southsea, when a six-foot dragon called Cedric arrived to say 'thank you'.

Cedric, the mascot for the National Children's Homes, took away over £700 raised by the pupils of the Junior School following a week of sponsored events designed to raise awareness of environmental issues.

"The children were encouraged to conserve energy and recycle rubbish in the home for one week," said headteacher Tony Shrubbsall.

"They raised money by 'going green' and meeting a number of different challenges. It was a great success."

St John's has raised thousands of pounds for a number of children's charities during the last three years including Hope and Homes for Children, the Catholic Children's Society and Children In Need.

St John's College is an independent, co-educational day and boarding school for children aged two to 18 situated in the heart of Southsea.



● Pupils from St John's College Lower School with Cedric

The college's ethos is inspired by the teachings of St John Baptist De La Salle, the patron saint of teachers.

It provides an academic education within a Christian environment, but welcomes boys and girls of all faiths and beliefs.

An exciting variety of extra-curricular activities are on offer, along with academic and emotional support to ensure students feel secure and stable at the college.

For further information visit [www.stjohnscollege.co.uk](http://www.stjohnscollege.co.uk)

## West Hill Park girls prove good sports

FOUR girls from West Hill Park School are celebrating sporting success after being awarded places in the Hampshire County Hockey squads.

Yasmina Lewis, aged 13, has been selected to play in the Under 14 squad. Imogen Street and Rosie Harper, both aged 12, and Alice Worsley, aged 11, will play in the Under 13 squad.

Yasmina had further cause to celebrate as she has also been awarded a top All Rounder Scholarship to Millfield School in Somerset.

The facilities at West Hill Park School ensure that sport is played to a high standard, with hockey played on outdoor floodlit AstroTurf pitches.

A 'Sport for All' policy at West Hill Park School means that children of all abilities take part in a wide range of activities.

With the continued sporting success of these four girls, those less able feel encouraged to strive to fulfill their own potential.

This says much about the education on offer at West Hill Park



● (Back row) Yasmina Lewis, Imogen Street, (front row) Alice Worsley and Rosie Harper

where there is something for every child and where a truly all-round education ensures the best start in life for children of all abilities.

For further details, to talk about the school or to arrange a visit, contact the registrar on 01329 842356 or visit the website at [www.westhillpark.com](http://www.westhillpark.com)



### Perrott Hill School

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25th January 2007



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Visits to the School are welcome at any time.

For Prospectus and further information or an appointment, please write or telephone

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E-mail: [admissions@qvs.org.uk](mailto:admissions@qvs.org.uk) Website: [www.qvs.org.uk](http://www.qvs.org.uk)





● Admiral the Lord Boyce, Lord Warden and Admiral of the Cinque Ports, reviewing the Grand Day parade in July 2006

# Duke of York is not like any other

THE DUKE of York's Royal Military School, established in 1803, has a long distinguished history of educating children whose parents are military.

Nearly 22,000 children have been educated at the school which is today tri-Service and committed to full boarding for all its 500 pupils aged 11-18 years.

A misconception is that the school is preparing pupils to go into the Armed Forces. The term military simply refers to the parents' background.

It is a vibrant and exciting school with a unique ethos tailor-made for children of Service families.

There is always plenty to keep them busy and during the autumn term there have already been many trips.

These have included trips to London, Canterbury, Margate and Dover, a trip to the World War 1 trenches in France and Belgium, and a German exchange with the Immanuel Kant School.

The school has a strong

Combined Cadet Force and there are many adventurous activities with regular expeditions at home and abroad.

The school military band is 110-strong and supports the school playing a big part on Remembrance Sunday in November when many former pupils return to the school to take part in the Remembrance Sunday Parade.

They also take part in the fortnightly parades that culminate with the trooping of the school colours on Grand Day, the end of the school academic year. The school military band was proud to have been invited to play at Twickenham again in May 2006 and also played at Lords for the cricket match England vs Sri Lanka.

The school enjoys an excellent reputation academically and in sport, music and drama; and pupils at the school can be proud of all their achievements.

More information can be found on the school's website at [www.doyrms.mod.uk](http://www.doyrms.mod.uk)

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## Friendships that last a lifetime

TURNING into the driveway at Windlesham House is described as a captivating moment, with a view that is hard to forget.

Visitors are invited to spend time among the children and staff to get a sense of their friendly, informal and open relationships, a school where children are valued as people.

Windlesham is one of the country's leading IAPS co-educational boarding preparatory schools for children aged eight to 13, where 90 per cent of pupils are boarders.

When a new pupil arrives, two children will care for them, one who is close to their own age and the other from the top year group – like a big sister or an elder brother.

## Tradition at the heart of Shebbear

SHEBBEAR College is a Christian school that emphasises traditional Christian values. The college fosters responsibility, tolerance, commitment and respect, both for the individual and for society.

It warmly welcomes pupils of all faiths and cultures, and seeks to educate each pupil to achieve his or her potential; the school encourages the highest possible standards of attainment and behaviour, through a balanced, flexible and challenging syllabus.

Shebbear is located in North Devon, ten miles from Dartmoor and the coastline.

## Hazlegrove is a splash of colour

SET within 200 acres of parkland in Somerset, Hazlegrove is a splash of colour in an increasingly grey and conforming world.

It is a school that delights in children being children, it encourages individuality and it values honesty, integrity and initiative.

Hazlegrove aspires to, and works towards, success at all levels whether academic, sporting, musical or elsewhere, but not at the expense of balance, civility or a sense of wellbeing.

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# HMP Lowdham Grange

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HMP Lowdham Grange is expanding.

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Lowdham Grange is a Category B, adult male prison situated in Lowdham, Nottinghamshire.

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Salary: £15,000, rising to £20,000 based on length of service (plus contract hours and overtime)

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To become a Prisoner Custody Officer, you must be over 18 years of age. Ideally, candidates will have 5 GCSE's, with a minimum of grade C, OR equivalent experience.

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### So, what are you waiting for?

If you are interested in this opportunity, please contact us for an application pack:

**HMP Lowdham Grange**

April Hunt, HR Administrator on: 0115 966 9346 (24 hour answer phone)

or email: [recruitment.lg@premier-serco.co.uk](mailto:recruitment.lg@premier-serco.co.uk)

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# Ready to join the Naval Careers Service?

The Director of **Naval Recruiting** is currently seeking RN & RM WOs, Senior Rates and SNCOs to work as Careers Advisors at these locations from 1 April 2007:  
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**For further information please contact:**  
DNR PSO - Lt Cdr Tina Gray  
PSTN: 023 9272 4359 Mil: 9380 24359







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**NAVY**





## Daniel's efforts win him a diploma

MEMBERS of the Southwark unit TS Cossack need only look as far as one of their own colleagues to see the benefit of gaining a qualification while having a good time.

As well as trying their hand at sailing, canoeing, pulling, power-boating, shooting and camping, with some effort there is also the chance to gain a nationally-recognised vocational qualification.

The Cadet Vocational Qualification Office was set up five years ago to administer the BTEC First Diploma in Public Services which is only available to members of the Cadet Forces.

The Diploma is a level 2 NVQ, which is equivalent to five GCSEs at grades A to C, depending on whether a pass, merit or distinction is achieved in the various units.

Daniel Ashford, aged 17, from Walworth, has only been with the Surrey Square-based unit for two years, and has just been awarded the Diploma with a merit grade.

Many components of the scheme have also helped him achieve the bronze Duke of Edinburgh Award, with others contributing to silver.

While the Unit 1 Project and Cadet Workbook are theory-based, concentrating on standard educational key skills, the remainder of the Diploma is practical in nature.

Unit 2 covers leadership, for which Daniel was required to achieve the rate of Leading Cadet and attend the prestigious leadership course at Dartmouth.

Unit 3 concentrates on physical fitness and included weekends training at RAF Uxbridge.

Unit 7 required participation in a selection of outdoor activities – no problem, as the Southwark unit caters for all aspects of boating and other outdoor activities with regular camps.

Units 9 and 14 involved map and compass work – and Daniel acted as team leader in many weekend expeditions.

Finally, nautical activities make up Unit 15 and, for Daniel, included a week on board the square rigger TS Royalist, as well as gaining externally-recognised qualifications in pulling, sailing, canoeing and power-boating.

Quite a lot to fit into 24 months – but remember, although registration for the Diploma is only open to cadets over the age of 16, all activities from the age of 10 can count towards the final award.



● Activities from the SeaCadetFest at MetroCentre in September – a surfing simulator (above) and the Royal Marines' infamous climbing wall (right)

## Silver medal for John

JOHN Peskett, a long-serving volunteer with Bournemouth unit, travelled to London to receive a prestigious award recognising his many years of service.

John received a Silver Medal for Meritorious Service from the President of the British Chamber of Shipping, Maurice Storey, at a ceremony at HMS President in London.

A former Royal Marine and policeman, John has held several

positions with the Corps, including the Officer Commanding the Marine Cadet Detachment, Commanding Officer (for the best part of 20 years, and finally serving on the Unit Management Committee.

The current CO, Paul Budden, said: "He thoroughly deserves the recognition of his peers and the wider community for the effort and energy he has put in over the years."

## Shops group backs Corps

CAPITAL Shopping Centres, which owns 12 of the largest shopping centres in the UK, is extending its support of the Corps.

Following the successful SeaCadetFest at MetroCentre in Gateshead last September, plans are now in hand for a second event at the company's flagship centre, Lakeside in Essex, in September.

The 170,000 MetroCentre shoppers who enjoyed the first SeaCadetFest were able to find out more about what the Corps does, and also to join in the fun.

With its waterfront location, Lakeside will provide even more opportunities to

showcase Sea Cadet activities.

It is hoped there will be displays of boat handling and other water-based skills, while on land a Sea Cadet band will perform throughout the weekend and shoppers will have a chance to join in the hornpipe, watch a drill display, learn first aid, get their face painted, pick up knot-tying skills and even take part in a competition.

Capital Shopping Centres is also collaborating with the Cadets on further events at MetroCentre, and at its other centres across the UK – and the Corps is very grateful for the group's support and generosity.



# Unit undeterred by attack and vandalism

NOVEMBER was a hectic month for cadets of Northampton and Wellingborough in their efforts to help good causes in the community.

The month began with the unit's bonfire and fireworks evening, which raised £210 for the replacement of unit training equipment.

There was more of the same two days later when a large team of cadets helped Northampton

Round Table by supporting the town's bonfire and fireworks evening, and also helped raise a grand total of more than £10,000 – although the group suffered both individually (one young cadet was attacked by a youth who tried to steal his charity bucket) and as a group – their minibus was broken into and among the items stolen were a laptop and camera.

Fortunately the incidents did not deter the cadets, who were back in public again soon after, selling poppies for the Royal British Legion over two weekends.

A rapid response by the police, the local BBC radio station and the insurers, the damage to the minibus was quickly repaired and stolen equipment recovered, enabling the unit to take part in the Remembrance parades in Northampton and Wellingborough – some 65 cadets and 17 instructors took part.

It was the first time since 1949 that the Sea Cadets have marched alongside the Air and Army cadets in Wellingborough.

As well as the formal public occasions, the unit also provided the usual training opportunities, including boat work training weekends at the Sea cadet

Training Centre at Thrapston and a General Cadet Acquaintance course at HMS Raleigh, the Royal Navy's training establishment at Torpoint in Cornwall.

The Raleigh course was popular, although 12-year-old Cadet Laura Jolley probably spoke for several of her colleagues when she said that the water in the assault course ditch could have been a little warmer...

The unit is now looking forward to representing Northamptonshire in the regional round of the Corps football competition, which is to be held in Cambridge, and a visit to HMS President in London with the Royal Naval Reservists.

## A typical night: loads of activity

THE SEA Cadets of Henley won praise for the top man when Cdre Laurie Brokenshire paid an informal visit to TS Guardian.

The commodore, who is responsible for liaison between the Royal Navy and more than 400 Sea Cadet units across the UK, had asked to visit a unit in the Southern Area on a typical parade night.

And he was able to take part in some of the activities undertaken by the 38 boys and girls present, including sitting in with a class of new entrants as they learned about the history of the Royal Navy's uniform and how to wear it.

He also watched a class undertaking an RYA navigation course, took part in a first aid class and watched a group of junior members being shown how to maintain their own uniform – requirements that included

bulling boots, sewing on badges and shaping a beret.

Cdre Brokenshire visited the Henley unit on the recommendation of the Corps' Southern Area commander, who has been impressed by the growth and improvement achieved over the past two years.

Having spoken to staff and parents, he told Henley's Commanding Officer Lt Andy Searles how pleased he was that the unit had "risen like a phoenix from the ashes" to become a happy, well-presented group with cadets keen to get involved in the wide range of activities and opportunities offered by the Corps.

During his visit Cdre Brokenshire was invited to present successful cadets with the promotions and badges they have earned while serving with the unit.

## Top man inspects Beccles

CADETS of the Lowestoft unit supported Beccles unit's Royal Naval Parade.

And there was a special guest for the East Anglian cadets to impress – the Commodore of the Sea Cadet Corps, Cdre Laurie Brokenshire, also attended in the role of Inspecting Officer.

The evening went well, with cadets giving a good display of ceremonial evolutions.

One of the Lowestoft instructors, PO (SCC) Jan Woolston, was surprised when, after Evening Colours, the Eastern Area Officer Cdr D Kent RN called her forward to Cdre Brokenshire, who presented PO Woolston with her Cadet Forces Medal.

PO Woolston said that after the shock of being called out, she felt honoured to have her medal presented by the Commodore himself.

The following week PO Woolston was officially promoted Chief Petty Officer and passed her Seamanship Instructors Course – quite a month, all told...

## Loughborough get stuck in

LOUGHBOROUGH cadets had little time to draw breath around Remembrance Day.

In the space of a fortnight they assisted at the Ashby-de-la-Zouch Royal British Legion concert, sold poppies, took part in parades – including three on Remembrance Sunday itself – and ended with them taking part in the Loughborough Royal British Legion concert, performed by the Band of the Royal Marines.

Loughborough unit is believed to be the first to officially affiliate with a Royal British Legion branch – in this case, the branch is Quorn.

## Be vigilant

OUR feature on the work of the Vigilant Squadron at HMS Raleigh in Cornwall has been held over until the February edition.



● The Chief Constable of Merseyside holds an annual awards ceremony in which he recognises examples of good work in the community. PO Chris Pagett was the winner of the Young Citizen of the Year award for the Wirral area, where he is an instructor at TS Revenge in Wallasey. Chris was nominated by his Commanding Officer, Lt (SCC) Carol Hankey RNR, who is pictured above with Chris and Chief Superintendent Colin Matthews, the Area Commander of Wirral



## Kelly College team is put to the test

BATTLING to save a ship is perhaps not the first thing you would think of as being on the agenda of a visit by a group of schoolchildren.

But the members of Kelly College Combined Cadet Force rose to the challenge when they went to HMS Raleigh, who provided the thrills and spills of the damage control simulator through the Flagship Training Ltd.

The group of 24 cadets, aged between 15 and 17, spent the day at the Torpoint establishment carrying out a variety of training designed to develop team-working skills, including basic firefighting.

Kelly College, based at Tavistock in Devon, is an independent school established by Admiral Kelly in 1877, and maintains links with the military through a strong CCF contingent.

## Flying through

THE Sea Cadet Engineering School at HMS Gannet saw all ten candidates on its most recent Marine Engineering (Mechanical) class pass with flying colours – and that was not all the flying, either.

The course members enjoyed a flight in a Search and Rescue helicopter as a bonus.

The cadets professed that the course was so enjoyable that they are determined to return to complete the electrical side of the specialisation.

## Weather eye

THREE cadets from the Glasgow unit attended the Meteorology course held at the Sea Cadet Training Centre Inskip – and all comfortably passed the course.

Course instructor S/Lt Kay Adey reported that she was very pleased as the cadets had all been very enthusiastic throughout, and even in some cases overcame illness while on course to achieve very good results.

The cadets themselves were also delighted to have passed what is a tough and intensive course – as far as they know, no one else in their unit has this proficiency.



● Matt, Abigail and Louise Orfila, who have recorded a song written by Louise for Children in Need

# Award scheme song boosts TV charity

A SONG written and recorded by a Sea Cadet for charity has been selling in its hundreds.

Folkestone cadet Louise Orfila, aged 14, is using her musical talents to raise money for children less fortunate than herself.

She has written and recorded a song called *Children in Need* which is being sold in support of the famous annual BBC television fundraising appeal.

Louise is working towards her Bronze Duke of Edinburgh's Award at the Sea Cadets, and for the skills section decided to write the song.

At this point the project became something of a family matter, as big brother Matt (17) was enlisted

to play guitar while younger sister Abigail (11) joined in on tambourine.

Together with their father, Andrew, they are all enthusiastic members of Folkestone and Hythe unit.

The result so impressed a local recording studio that they helped her produce a CD, and to promote it in the town.

The result was that the local record shop soon sold out, and more copies were produced.

The CD is now available online at [www.somebodysmusic.com](http://www.somebodysmusic.com) for £2.50.

By mid-November 350 copies had been sold, and all proceeds go

to *Children in Need*.

Louise said: "The response has been overwhelming, but it's been great fun to make my first record."

"The aim is to raise as much money as possible for *Children in Need*, so please encourage everyone you know to buy it."

Louise has also written a song about World War 1 which she sent to the Band of Her Majesty's Royal Marines for their views.

As a result they invited her to perform both a solo and a duet during their annual Christmas concert in Folkestone last month.

This song is currently under consideration for use during this year's Remembrance Day services.



● Southern Area Sea Cadets provided a band and Guard in support of the annual Seafarers Service, held in Portsmouth. Cadets from Medway, Gosport, Southampton, Sheppey, Windsor and Ryde formed the 36-strong Guard, while the band was formed from cadets from Tunbridge Wells and Whitstable. The Colour Party was led by PO Jim Manning, from Medway, whose two granddaughters were selected as part of the Party. Among the guests at the service were the Lord Mayor of Portsmouth, Cllr Fred Charlton, and Flag Officer Training and Recruitment, Rear Admiral John Borley

## Admiral pays visit to Orion

WHILE visiting the Midlands, Flag Officer Scotland, Northern England and Northern Ireland, (FOSNNE) Rear Admiral Philip Wilcocks, called in to see a parade at TS Orion, the Nottingham unit.

After speaking to all the cadets and taking the salute at the march-past, he presented advancement badges to several members of the unit and a BTEC First Diploma in Public Services to PO Cadet Ben Hemstock.

Admiral Wilcocks was given a ceremonial paddle adorned with intricate decorative ropework as a memento of his visit.

The Admiral said: "Nottingham Sea Cadets have consistently been one of the leading units in the Corps for many years and it is tremendous to see for myself the high standards of smartness, drill and cadet achievements that reflect so well on the hard-working volunteers at TS Orion."



● Training is a big part of life in the Sea Cadet Corps – and that includes the staff. An adult multi-training weekend was held at Beckingham Camp by the Eastern Area, offering a wide range of courses including seamanship, drill, health and safety, juniors seminar, first aid, basic induction and weapons training. The cheerful group above are the members of the First Aid course, having just heard that they had all gained a Class 2 First Aid qualification; they are pictured with instructors Lt (SCC) P Bainbridge RNR and S/Lt (SCC) Kay Adey RNR

## The highs and lows of a life on the ocean wave

SUMMER seems a long time ago now, but two cadets from Harrogate have written their thoughts on a week spent on the training ship John Jerwood last year.

Kathryn Firth and Beth Sunderland – both of whom had been cadets for less than six months when they got picked – joined the John Jerwood at Troon in Scotland, spending most of the first day getting to know the routines and equipment.

"When we woke up on Sunday we couldn't wait to sail and wanted to set off as quickly as possible," said Beth.

"When we finally did we realised that it wasn't going to be always as fun as we thought. We were really seasick!"

"But we didn't let it ruin our day or week and we just got on with it."

The cadets were put into watches and spent some time navigating, steering and being on watch ("when we were not being sick!")

"We sailed to Tarbert and couldn't wait to get on dry land," added Beth.

Monday followed a similar pattern – a Force 6 wind ("which wasn't very nice"), more seasickness, and "when Millie steered we went in a complete circle, we didn't know what was going on."

Overnight stays at Port Ellen and Campbeltown were livened up by fairs, and by this stage the hardy sailors were used to checking the engines, cleaning the ship and even doing a night watch – "definitely the worst part of the week."

Wednesday was one of the best days because "it was very calm – we couldn't believe it!"

No one was sick, they sailed to the Isle of Man, and the cadets saw three dolphins and two basking sharks – a highlight of the week for Beth.

Thursday was another calm day, and the John Jerwood made a four-hour passage to Whitehaven, where those who didn't live in the town had some shore leave before spending their last night on the ship.

The final day was spent packing and cleaning, and once the ship had passed inspection the cadets were free to return to their homes.

As far as the Harrogate cadets were concerned, the best things about the week were shore leave (Kathryn) and seeing dolphins and sharks (Beth), while both hated being seasick and were not too keen on the night watch either.





## A taste of Endurance

IT'S long been a source of surprise that the ship with arguably the most interesting job in the RN has not been the subject of a book.

Not any more, thanks to Graham Smith's beautiful *HMS Endurance: The Red Plum* (Coach House, £12.95 plus £1.50 P&P from [www.coachhouseonline.co.uk](http://www.coachhouseonline.co.uk)), a 'coffee table book' with substance.

This is very much a photographic biography of a ship – and an incredibly comprehensive one.

Pretty much every aspect of the Red Plum is covered: want to know about the holds? They hold 270 tonnes of stores, for example.

The author has been granted unrivalled access to the ship, her sailors and her impressive photographic archive.

The images within are not surprisingly stunning given Endurance's Antarctic role.

This could, of course, have simply been a collection of pictures of icebergs and penguins.

Which isn't necessarily a bad thing... but there's so much more to Endurance than seeing her bright red livery contrasted by frozen wastes and ice floes.

Indeed, much of Smith's work is devoted to Endurance's ship's company at work (in the galley, in the engine room, conducting surveys, taking on supplies) and at play (cricket on the flight deck, in the gym, enjoying mess dinners).

As such this book provides not just a wonderful snapshot of a ship whose role in today's RN is unique, but it also captures life in the 21st-Century Senior Service to a T.

## VCs licked

COMMEMORATIVE covers have been produced to celebrate the RN and RM heroes awarded the Victoria Cross to mark the medal's 150th anniversary.

The envelopes contain a list of every Senior Serviceman to receive Britain's highest military decoration, from Mate Charles David Lucas in 1854 to Canadian pilot Lt Robert Hampton Gray RCN, the final recipient (to date) in 1945.

Details from the RN Philatelic Society, 19 College Road, HM Naval Base Portsmouth.

BETWEEN 1958 and 1976 the Royal Navy made three attempts to protect British trawlers from the enforcement of Iceland's expanding fishing limits that were encroaching on Britain's traditional distant water fishing grounds.

Those attempts are told comprehensively by Capt Andrew Welch in *The Royal Navy in the Cod Wars* (Maritime Books, £29.99 ISBN 978-1-904459-23-1), writes Dr Eric Grove of the University of Salford.

Between 1958 and 1961 no less than 63 British warships, powerful Daring-class vessels, smaller destroyers, a range of frigates and Algerine-class fleet minesweeper and even the fast minelayer Apollo, with ten RFAs in support, took on the Icelandic coastguard preventing it arresting trawlers in the disputed waters.

Even the Dartmouth Training Squadron was pressed into use.

No less than 84 arrest attempts were made – none of which succeeded.

No significant injuries or damage were sustained by either side.

Catches were only reduced by 15 per cent. The British were forced to accept the 12-mile limit but only after a three-year transitional period when fishing would be allowed in the outer part of the zone.

The Icelanders promised to give the British six months' notice of any further extension and to submit any further dispute to the International Court of Justice.

However, when the Icelanders moved to a 50-mile limit in 1972 the treaty was ignored.

The Icelandic gunboats were now equipped with trawl cutters which they used with some success.

First tugs were commissioned to ward off the Icelanders but the Icelanders replied with gunfire.

With the trawlers threatening withdrawal RN frigates were sent in May 1973.

This time the units deployed were frigates of Types 12, 41, 61 and 81 along with 13 Leanders.

The struggle was now more serious with a tense stand-off with guns manned between HMS Leopard and the gunboat Aegir.

Collisions began to occur between frigates and gunboats with the Icelanders apparently provoking the incidents to exert



● In cod we trust... Leander-class frigate HMS Bacchante accelerates to avoid being hit by the Icelandic gunboat Tyr in February 1976; Tyr missed Bacchante by just 12 inches

Picture: PO Mike Kordowski



## The Grove Review

frigate Mermaid.

Collisions occurred between Icelandic ships and the protective tugs, and finally on December 28 between Thor and HMS Andromeda.

More collisions occurred the following year and in March, after serious damage to HMS Diomedea, a policy was promulgated for frigates to avoid risking damage.

British fishing in the disputed zone almost ceased and it looked as if the Icelanders had won.

In May, however, the 'no damage' policy was abandoned; perhaps the most intense phase of the long conflict ensued.

Repeated collisions occurred. On May 7 Mermaid collided with Baldur, Odinn and Gurkha came together four times and Falmouth and Tyr had a particularly bruising encounter with three contacts and both ships retiring hurt.

On May 20 Salisbury and Augir had an extended 'joust' with two contacts and two days later three more collisions involving HMS Tartar, the training frigate Eastbourne and Leander, which was in collision with the newly-deployed gunboat Ver; serious damage was inflicted on both ships.

This was the prelude to a final settlement which accepted the 200-mile limit with transitional quotas for the rest of the year.

Iceland had two advantages. Its position as the keystone of the defences of the Greenland-Iceland-UK gap made its presence in NATO essential.

Also its policies were running with the grain of the changes in the law of the sea.

The Royal Navy could only put up a brave rearguard action.

Both this and the British distant water fisheries were doomed by this global trend to enclose the ocean.

The story of these interesting events has been told comprehensively and skilfully by Capt Welch, who participated in the second conflict in the frigate Charybdis, in a fascinating and important book.

He has utilised a wide range of sources including the Staff History and has put in much fascinating operational detail including one of the most informative discussions of rules of engagement I have ever seen.

It is interesting how often harassed British commanding officers tried to get permission, never granted, to use their superior armament to offer a graduated response to the Icelanders.

Full appendices detail the ships involved, their commanding officers and their times on station. The roles of long-range RAF aircraft and FAA helicopters are covered as well as the key RN surface ships, the RFA supply ships (also used as helicopter platforms) and the civilian-manned support tugs.

The key political context is also provided to set the long struggle in its complete perspective.

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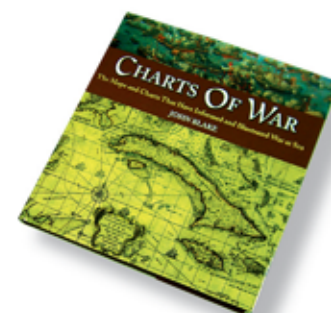
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## The paths to victory

KNOWLEDGE, as they say, is power, clearly shown by John Blake's latest delve into the archives for *Charts of War* (Conway, £30 ISBN 1-84486-031-0).

Knowing where the enemy is – and how you can outflank him or his defences – is integral to victory in warfare.

The definition of charts of war is somewhat loose; some of the maps are really artistic narratives (rather like the Bayeux Tapestry) such as the 'map' of the Danish and Scottish invasion of England c.1350.

Other maps are detailed, accurate, scientific affairs drawn to scale with precise readings such as the one used by Nelson's fleet at Copenhagen in 1801.

We commented on the author's previous work on maps of the British Isles that it was the most lavishly-produced book our offices had received in July last year.

The same goes for the sequel, aided, of course, by some wonderfully ornate maps and diagrams.

Take a Dutch map of Cornwall and the Western Approaches from the late 16th Century. It's a less-than-accurate chart of the rugged coastline of 'Engelants Eyndt' depicting ships skirmishing, treacherous rocks and, er, sea dragons and buxom nymphs with rather erect nipples (which may go some way to explaining why the Spanish Armada failed four years after the map was produced).

An English map of the defeat of the Armada is far less intricate, but remarkably accurate.

This is by no means a book purely about sea battles in UK waters, however.

The author has trawled the archives of the world to follow the rise (and fall) of the Spanish empire, the struggle for the New World, 'authentic plans' from the struggles for American independence, and the maps which helped the RN to victory in its 20-year clash with the French which ended in 1815.

A picture paints a thousand words; military historians would argue that battlefield maps do the same.

The chart of movements by the *Hochseeflotte* at Jutland is every bit as confusing and muddled as the battle itself was, whereas the plans for Operation Neptune are as intricate and comprehensive as you might expect from the successful invasion of Normandy.

The biggest surprise (apart, of course, for those who were there) is the inadequacy of the charts used by the task force dispatched to the Falklands, which were based in some cases on data collected 150 years earlier.

And so it was that HMS Glamorgan thought she was bombarding Port Stanley from a safe distance thanks to 19th-Century maps. The charts were inaccurate; Glamorgan was not out of harm's way.

Perhaps the saddest thing this book demonstrates is that a great art has been lost.

The maps of the 16th and 17th Centuries are more cartography than cartography; compare them with the incredibly functional maps used by Cdre Chris Craig during the First Gulf War and you realise that progress isn't everything.



## 2007 diary

Jan 4-16	High-altitude training camp in St Moritz, Switzerland
Feb 10	5,000m pairs trials, Lincolnshire
Feb 15-March 3	Training camp, Seville and the FISA Team Cup international regatta
April 1-12	Training camp, Varese, Italy
April 13-16	GB rowing final trials
May 4-6	Versailles match, Paris
May 30-June 4	World Cup Regatta, Linz-Ottensheim, Austria
June 20-24	World Cup Regatta, Amsterdam
July 11-15	World Cup Regatta, Lucerne, Switzerland
July 23-Aug 10	High-altitude training camp, Austria
Aug 12-22	Pre-World Championships training camp, Aiguebelette, France
Aug 22-Sept 3	World Rowing Championships and Olympic qualification, Munich
Sept 25	Begin training for the 2008 Olympic Games

● Lt Paul Morris glides across Portland Harbour during the Joint Service windsurfing championships



# Weather halts sails

IT WAS the RAF's turn to run this year's Joint Service windsurfing championships and they chose Portland Harbour for the event, writes CPO Johnny 'Whiskey' Walker, RN team manager.

This year's contest incorporated the Inter-Service Team Championships, with the RN squad consisting of myself, WO1 Dave Strudwick, Lt Paul Morris, Cdr Gerry Northwood, Cdr Adrian Wallis and Mne Thor Gustaffson.

Also representing the RN in the Joint Service Championships were Lt Cdr Nic Dodd and, making his debut, Lt Rupert Fisher.

On the first day, race officer Mike Roach set a box course which filled the north-west corner of the harbour.

This put the right-hand side of the beat very close to the north shore, leaving competitors with a tricky call on where to join the starboard layline.

The first option was to sail all the way to the right and do just one tack to get to the windward mark, which carried the risk of getting stuck in a hole under the cliffs; the second, more conservative, option of joining the starboard layline close to the mark guaranteed clean air but required three tacks.

Four races were held on the first day in westerly winds gusting up to Force 6.

The head of the fleet was dominated by Gareth Baker (Army) and Mark Thompson (RAF).

Gareth was clearly the fastest man upwind, but Mark's racing experience allowed him to capitalise on Gareth's tendency to overlay Marks 1 and 3.

In the final race Mark made a rare mistake and ran aground on a sand bar on the right of the beat while trying to lay the windward mark in one tack, handing victory to Gareth.

The racing in the middle of the fleet was very close, sometimes too close.

At the start of the third race, the rear commodore and his team captain had a coming together on the start line.

I was leading Gerry down a starboard-biased line. With five seconds to go, I hardened up to cross the line.

With Gerry concentrating on the committee, boat and his transit, he didn't spot this course alteration. When he turned round to focus on where he was going he had to take immediate action to avoid a collision.

We ended up crossing the line as one with the front of Gerry's board somewhat unceremoniously parked underneath my rear. Unfortunately for Gerry my timing was off and we were both over the line early.

There was more misfortune for him as his bright pink hat easily identified him to the race officer and on return to the shore found he'd

been disqualified from that race while I got away with it as my numbers were hidden by Gerry's sail!

You can always tell when things are not going well for Paul Morris, as his shouting (which cannot be printed) is audible across the South Coast.

And he had plenty to shout about on Saturday as he was forced to sail two races over-powered on his 11-metre after he put his head through his nine-metre change down-sail, which contributed to a below-par performance.

Despite a traumatic morning rushing around at his first formula event, followed by a trip in the rescue boat post-kit failure, Rupert recovered his composure to complete two races and take second place in the newcomer section in some very testing conditions.

With the forecast predicting no prospect of racing on the second day, the prize-giving was brought forward.

The team were much improved on last year. Of particular note were Dave Strudwick and Adrian Wallis who both had brief spells in the top three. This resulted in a team performance which was good enough to take second place behind the Army, with the RAF third.

Joint Service Championship Results: 1 – Maj Gareth Baker (Army); 2 – Flt Lt Mark Thompson (RAF); 3 – CPO Johnny Walker (RN)  
RN results: 1 – CPO Johnny Walker; 2 – Lt Paul Morris; 3 – WO1 Dave Strudwick

## '... a great deal to live up to...'

LAST autumn, the rowing World Championships were held in Britain for the first time in 20 years.

With the support of the RN, I had the great honour of representing our country in front of the home crowd.

It was my second World Championships, and my crew were the defending champions after we won gold in Japan last year.

Great Britain has a fine tradition in the coxless fours in which I race: Sir Matthew Pinsent won his fourth Olympic gold in Athens in this boat, and Sir Steve Redgrave won his fifth gold at the 2000 games in Sydney.

Since my crew was formed in 2005 we have been conscious of this history.

From the start, we have sought to continue the traditional dominance Great Britain has shown in this event. Treading in the footsteps of such legends is inspiring, and gives us a great deal to live up to.

In the process of winning the World Championships in Japan we were undefeated for the entire season.

We knew that it would be a challenge to repeat this feat again, but we really wanted to do so.

I trained hard against my teammates through the winter. The early-season series of international regattas went well, and we went to the World Championships with our unbeaten record still intact.

We progressed through to the final in a controlled manner and without any problems.

Sitting at the start line I felt great pride in wearing the red, white and blue of Great Britain and with the Union Jack on my chest, although I was nervous at the uncertainty of what was to come.

But whilst the field was strong, I took confidence from the fact that we hadn't been beaten all year, and reminded myself that we had beaten all of our opponents in earlier races.

In his first pre-Olympic 'diary' rower S/Lt Peter Reed provides an insight into his preparations for the 2008 Beijing games

When the start finally came, there was an immense feeling of power as the boat surged off the line. The perfect harmony you feel in a rowing boat when everyone is working in sync and driving together is exhilarating. When this was combined with the aggression unleashed by the adrenaline-rush of the here-and-now, the sensation of sheer speed I experienced is difficult to describe.

After that fast start our boat was ahead at the 500m mark, and it was a lead we never gave up.

It was a tight race, but we felt in control from that beginning all the way through to the finish line.

When the 'beep' to signify that our bows had crossed the line finally came, the delight and excitement I felt was immense.

We had won our 24th consecutive international race, and in front of our own supporters we had defended our World Championship title.

The support we got from the crowds throughout the week of the championships was astounding. It was great to race in front of them.

Such support is matched only by the support and encouragement I have had throughout my rowing career from the Royal Navy. For this I am extremely grateful, for I would not be a World Champion without it.

It was an honour for me to receive the titles of Royal Navy Sportsman and Combined Services Sportsman of the year 2005 earlier this year and I am very proud to be representing the Services as well as my nation when I race. It's been a great year.



● Setting the gold standard... Peter (second left) celebrates victory at last year's World Championships



## Missed chances and African dances

The RN netball team left the gym at HMS Nelson for the sunshine of South Africa for an enlightening – and challenging – autumn tour, writes Lt 'Arty' Shaw, team head coach.

The first opponents were Stellenbosch Institute of Netball, coached by Sandra du Plessis who is a SA national coach and international netball advisor.

A breakdown in communications meant that the RN Open side played against their B team (losing 31-47) and the development side played their A team (losing 9-75).

After a visit to Langa Township two matches against teams from the shanty town were lined up. The accompaniment to lunch was unique: a three-piece drum and glockenspiel combo with a male vocalist performing a soprano Nessun Dorma was just fantastic.

We felt very humbled when the team arrived to play us and instead of the sponsored kit, Gucci sweat tops and top of the range trainers that we all sported they were playing in oversized kit and shoes that they wore to school – in fact four women played barefoot.

Instead of the scheduled two games, we only played one as the township team were depleted.

We won 41-16 and then presented the ladies with a signed match-ball, new bibs and various PR gifts – I think the bespoke

RN netball plaque that we presented to them will be treasured but the lack of a clubhouse suggests that it may be hung somewhere quite obscure.

The next fixture was against Breckenfel, an affluent club on the outskirts of Cape Town.

The RN Open team played their A team. Poor shooting (a less than 50 per cent success rate across three shooters) meant that we lost 33-46.

The development side then began their match and within the first quarter lost MA Sam Dugmore to a serious injury after she fell over. (A week in a cast and sling was her 'reward'.) The team went on to lose a highly-competitive game 18-26.

The tour then went on the road and spent a whole day travelling east until the squad reached Outshorn.

After a day at a wildlife sanctuary, the netball resumed with clashes against the local side who were gearing up for a major tournament – so they meant business.

The development team played first and were very close to winning, showing huge commitment and tenacity. The score (27-29) belies how well they played.

The Open side suffered, again, from indifferent shooting and lost 12-49, failing to score at all in the first quarter.

Refusing to be browbeaten, the attack persevered and apart from not converting

the chances they had they all played magnificently.

Unfortunately we suffered another arm injury as SA Camilla Hodgson was squashed by her room mate whilst 'pole dancing' and spent the remainder of the tour in a sling with bruised bones.

Following a day at an Elephant reserve, Monkeyworld and a relaxing three hours on the beach, the team moved to the township at New Horizons for the final two matches.

Playing their best netball of the tour, both teams were triumphant (33-24 and 39-18) against passionate and quite skilful opposition.

With a large proportion of the township watching, a fog reminiscent of a John Carpenter film, car horns honking every time the hosts scored and dozens of barefoot children running on to the court to collect bugs and moths the whole affair seemed surreal – but it was an apt way to conclude an absolutely fascinating tour.

Of ten matches played in South Africa, four were won with 292 goals scored and 360 conceded. However with better shooting, the victory tally could have been seven.

All of the team played as much netball as possible and there were some notable successes – Camilla Hodgson playing well until her injury and Carla Blunt staking a valid claim for 1st team selection.





## Tributes to 'Hodgy'

FELLOW rugby players have paid tributes to Royal Marine Craig 'Hodgy' Hodgkinson who died playing the game he loved for the RN.

The 27-year-old green beret collapsed at the Devonport Services ground as the RN took on Cornwall County.

The Scotsman was a regular for the Glasgow Hawks and found himself elevated to the Navy's 1st XV in September, joining the squad on their tour of South Africa where they regained the Commonwealth Cup.

During that tour 'Hodgy' confirmed his position as the RN's first choice fly half; his performances earned him a cap with the Commonwealth Barbarians team which played a Western Province Select.

His skill on the field and his sense of humour and outstanding attitude off it earned him the 'best tourist' title in South Africa.

"Craig's death will impact our squad substantially – he was clearly a very strong candidate to win his first Inter-Services cap and probably become a name for the future," said Cdr Mark Deller, 1st XV head coach.

"He was clearly someone who lived around a 'work hard, play hard' ethos and will be sorely missed by the RNRU squad.

## Diluted squash remains tasty

A WATERED-down Inter-Command Squash championships did not mean a lessening of excitement for players or spectators at HMS Temeraire.

Neither Scotland nor Naval Air Command were able to muster teams for the 2006 event, leaving Portsmouth, Plymouth, the Royal Marines and Fleet to scrap for the trophy.

Portsmouth's chances were bolstered by including the No.1-seeded airman in their team, LAEM Neil Martin (Sultan), but his arrival was tempered by the loss of Lt Cdr Graham Cooke (Nelson) to injury during his first match.

For Plymouth, the RNSRA president Admiral The Lord Boyce and chairman Capt David Langbridge were included in a four-man team who were all submariners.

The Royals were without Capt Damien May (Culdrose) and Mne Dave Green (RM Chivener) but were still strong while Fleet had current RN champion Lt Matt Ellicott (Ark Royal) available for the last two matches.

There was some very good squash played throughout the competition and during the final match of the day between Fleet and the Royal Marines.

Although two matches were clear-cut wins for Fleet, a third was a victory for the Royals after PO(PT) Jason Wallace (Albion) had to retire hurt, the other two could have gone either way.

One fell to Fleet the other to the RMs, giving Fleet a narrow victory and the championship for the second successive year.

Admiral the Lord Boyce presented the Robin Bawtree trophy to the captain of the Fleet team Lt Cdr Robin Young and medals to the winners and runners up.

● Match abandoned due to snow on the pitch... Endurance's footballers celebrate at the end of their game on Greenwich Island

Picture: LA(Phot) Kelly Whybrow, HMS Endurance



# Giving 110 per cent... at -5°C

CAPTAIN Scott called it the 'last place on earth'.

He might have added: '... to hold a football match'.

But that didn't deter Lt Lee Evans from organising a match when he spied distinctive red goalposts emerging from the snow and ice as he piloted HMS Endurance's Lynx over Greenwich Island.

Six members of the ship's company, led by Lee and LPT 'Les' Dennis went ashore wearing kits provided by Premiership Pompey (the ship's affiliated football team) with plenty of balls for a 15-minute kick-around.

Upon landing the team found the goals were rather small, but at 62°27'S and 59°45'W it's the farthest south anyone has played the Sky TV Soccer AM crossbar challenge.

The pitch was buried beneath three feet of snow, ensuring the players spent as much time on their faces as they struggled to stay upright.

Still, the 'ball boys' enjoyed themselves.

With the pitch by the water's edge and the sea temperature barely above freezing, the footballers were somewhat reluctant to relieve stray balls, so the seals were left with some new toys to play with...

In rather warmer surrounds, the crew of HMS Enterprise played a very entertaining game against a competitive Gambian Armed Forces team (captained by their Chief of Defence Staff) in extremely hot and humid conditions.

From 3-0 down at the break, Enterprise fought back but were unable to make good the deficit, losing 5-4.

At first, some fine finishing by the Gambian team, coupled with an inability by the survey ship to take some good chances made for the flattering 3-0 score line.

But, buoyed by the coaching staff of Lt 'Johnny Oco' Haynes and CPO 'Brum' Allgood at half time, the lads put in a gutsy performance.

Goals from S/Lt 'Ned' Kelly,



## Onside with Capt Paul Cunningham, RNFA

OM(HM) 'Jonah' Jones, and CH 'Whiskey' Walker plus the inspirational OM(SR) 'Softwood' Wedge, ensured it was a game of two halves.

As two certain goals were ruled offside, the scoreline should have been even better.

Now back to regular fixtures in the UK...

**RN Seniors 1 RAF 0** (South and West Counties Cup)

After a narrow 2-1 defeat against the Amateur Football Alliance two weeks previously, the Navy were still seeking their first victory of the season.

The opposition got off to a bright start and within the first five minutes the RN keeper Mne 'Snaggs' Whitehead was called upon to pull off two excellent saves.

The RAF kept up the pressure and it was only poor finishing that stopped them taking the lead.

In the 32nd minute – and against the run of play – Sgt Richie Hope made a penetrating run down the RAF's flank, cut the ball back across the penalty area to an unmarked Cpl Si Bochenski, who struck the ball home.

The RN came close to doubling the score just before half time when a clear-cut chance was sent just wide of the post from five yards out, much to the disgust of Coach CPO(PT) Paul Barton.

The second half saw the RAF dominate a lot of the early possession but they could not find the finishing touch.

The Navy created chances of their own and from a deep inswinging corner Lt 'Bagsy' Baker headed the ball back across goal and found Navy captain POPT Steve O'Neil whose effort rebounded off the post.

With the match slipping away from them, the RAF were desperate to find an equaliser and

bombarded the Navy penalty area with high balls, but failed to create anything to worry the home team.

**RN Seniors 0 English Fire Service 4**

Despite the disappointing scoreline, there were some positives to come out of this match, played in dreadful weather against stronger opposition. 'Snaggs' Whitehead saved a penalty, Mne Jason O'Brien (CTCRM) had a good game in the centre of defence, and we were pleased to welcome Mne Jay Barton back to the side from operational duties.

**RN U18s 1 Kent 2**

On a large, heavy pitch, the U18s were looking to improve on their previous outing, with a performance that would make the new onlooking chairman of the RNFA proud.

They succeeded, despite going down 2-1; they showed determination and proved that hard work does pay.

The first half started with captain OM Sam Stephens (HMS Campbeltown) having a great opportunity from the first corner of the game, which unfortunately went wide.

The rest of the first half was a tight affair, where chances were at a premium.

OM Alan Rankin (HMS St Albans) went close before Kent broke the deadlock in the 30th minute, after a defensive lapse of concentration.

The second half began well for the RN with all the team playing at a high tempo, culminating with OM Tom Newton (HMS Northumberland) going through, before being brought down for a penalty, which WEA Jamie Ritchie (HMS Collingwood) put away, sending the keeper the wrong way.

For the next 15 minutes the RN continued to push for their

second goal, without success, eventually running out of steam and conceding a second from a free kick.

**RN U21s 0 Dorchester Town 4**

On a wet and windy night at Yeovilton, a catalogue of defensive errors produced an unflattering scoreline which did not reflect the commitment shown by the RN team. Despite the score, coach WO Glen Young and his staff were encouraged that they are on the right path for the forthcoming Inter-Services matches.

**RN Women 0 Plymouth Argyle Ladies 2**

Plymouth were the dominant team for most of this match and their fast forwards always posed a threat but Navy keeper Std Lou Lee (HMS Liverpool) had an outstanding game and was responsible for keeping the scoreline at 0-0 at the interval.

The opposition proved too strong in the second half and Argyle scored twice to run out as worthy winners.

At the grass-roots level of the game, BRNC Dartmouth and HMS Excellent hosted children's soccer days to encourage boys and girls of all abilities to enjoy football.

At Dartmouth the children were given excellent coaching from licensed FA coaches provided by the RN Football Coaches Association (RNFA), and returned home tired but very excited after being presented with a football and drinks bottle from Torquay United representatives Stephen Reed and Jamie Atkins.

At Excellent the event was organised and run by RNFA coach Rob Hallam who has recently completed his FA Level 2 Coaching Qualification, and as a result has been successful in his application to join the coaching staff of the RN U18 development squad.

The days were arranged as part of the RNFA's development programme which is supported by the FA.

## BRNC master indoor seas

HMS Sultan hosted a spirited RNRM indoor rowing championships with the BRNC Dartmouth crowned ultimate champions ahead of a fierce Royal Marine challenge.

Green beret Shaun Hickson (CHF Yeovilton) proved the fastest man with two oars over 2,000m in the over 30s' competition in 6m 18.8s.

It obviously did not exhaust him, for he then took the one-minute sprint title ahead of PO(PT) Dick Treacy and Mne Forrest, who'd just picked up the U30 title.

Cpl Henderson (RM Condor) completed a Royals' clean sweep in the heavyweight race, pipping last year's over 40s' winner Lt Cdr Jules Stevenson to the trophy.

The ladies' open title was lifted aloft by S/Lt Bugg (BRNC) with CPO Mundy (Yeovilton) the fastest rower among the more experienced ladies on 8m 14.4s.

The lightweight races were equally-keenly contested; OC Thomson (BRNC) was the quickest man (he just missed out on a sub-seven-minute finish).

BRNC (just) managed to take the team title, beating CHF to the line by under three seconds to be crowned champions.

Three days later several of the rowers, including Mne Hickson, were in action in Birmingham for the British Indoor Rowing Championships.

Hickson finished in seventh place, just behind Olympic hopeful S/Lt Peter Reed.

Peter was, not surprisingly, the fastest Royal Navy man at the event taking sixth place with 5m 53s.

Peter was not the highest-ranked RN competitor on the day, however.

That honour went to the evergreen WO Paul Winton who managed fourth place in the over 50s' category, which puts him in with a good shout of a medal at the World Championships next month.

CPO Debs Hallett flew in from Lisbon to finish eighth in the ladies' U45s, breaking the eight-minute barrier in doing so.

Given the strength of the sport, the first CS Indoor Rowing Championships will be hosted by HMS Nelson on January 17, featuring individual and crew racing.

Details from Lt Kev Anderson on 9380 28774.

## Marines fight Brum's finest

TWO Royal Marines were in action for a Combined Service boxing select side against Birmingham City (not the footballers), under the tutelage of PO(PT) 'Q' Shillingford.

With civvy street looming, 'Q' has handed over the reins of the RN team, but has kept his hand in at the CS level, continuing as the head coach.

He put a mix of novice, intermediate and international-standard fighters in the ring.

Mne Matthew Jack (75kg) lost an entertaining bout against Dean Bond to a majority decision, but got warm applause from the crowd.

Fellow green beret Mne Aaron Bedward faced the tall Lee Hawkins. In another good fight, Hawkins used his superior reach and knowledge to out-point the Royal.

## Bill the biker

Continued from back page

As an incentive, his brother, Tony, a former Royal Marine who emigrated to the USA and competes to a high standard in circuit racing there, has stated his intention of competing alongside him in next year's race.

With two such competitive brothers racing, prepare to watch the lap records crumble.





One Hundred Years Of Navy Rugby!

## RN power Lions to victory

FIVE RN and RM players helped guide a NATO Lions squad to victory over their 'auld enemy' - CUS Napoli.

It was a fine autumn day for a contest of rugby in Italy, a contest overseen by first-time referee Maj John Clare RM.

The Lions set their usual high standard with the first try of the game within 20 minutes thanks to Jake Stretton with a well-worked driving maul.

CUS Napoli stepped up a gear and responded with an unconverted try of their own shortly after.

With just minutes left of the first half, Lion's talisman, Dan Kemp burrowed through CUS Napoli's strong defence to score the home team's second try of the morning with substantial support from the Lions. Rollo converted, taking the score to 12-5 as the whistle blew.

The second half started with some stunning play by Lt Ed Grey RN, following some well-worked moves orchestrated by Craig Farrington, as he flew up the wing to CUS Napoli's line.

Unfortunately, Ed took a blow to the ribs when tackled before he could reach the line, bringing his game to a premature end but allowing veteran Charlie Lambert to step into his place.

Sadly, CUS's only response to the Lions' dominance was to illegally hamper play, but this did not detract from the Lions' determination and 20 minutes into the second half, the pressure paid off as the Lions' powerful centre Derek Jump crossed the line in the corner.

His well-taken try was converted by fly half Rollo, giving the NATO Lions a safe 14-point lead, much to the indignation of their opponents.

Unfortunately the referee was forced to stop play several minutes shy of full-time as CUS Napoli (already on the receiving end of two yellow and one red card) attempted to dissolve the game into a melee, ensuring that the Lions won a moral and points victory with a final score of 19-5.

The team are keenly looking forward to the arrival of the HMS Gloucester side after a recent well-contested game against HMS York.

**ROWER** Peter Reed isn't the sole sailor with eyes on an Olympic medal.

Lts Felix Carman and Richard Liddle and PO Mark Santrain quite fancy one too - but they'll have to wait until 2010 for a crack.

The trio are in training for the bobsleigh at the 2010 Winter Games in Vancouver.

And it was to Canada that the sleighers went to practise on the course of the 1988 Olympics.

Not surprisingly the mile-long track at the Olympic Park provided the experience the team needed after six months' training in the warmer (well, sometimes) surroundings of Bath University.

The three took it in turns as driver and brakeman in a two-man bobsleigh, hurtling down the Calgary track.

The RN hopefuls - Felix is a warfare officer in HMS Cornwall, Mark is an aircraft technician at Yeovilton, where pilot Richard is also based - joined the British Army's ice camp, Exercise Icebreaker.

They were coached by Olympic bronze medalist C/Sgt Sean Olsson, who picked up his 'gong' at the 1998 games in Japan.

"It's exhilarating every time you go down the track - half amazing, half terrifying," said Felix.

"Although you're in control of the sled, you know that the smallest mistake could have really serious consequences."

And one mistake did. Felix and Mark's sled overturned at 70mph, but fortunately the pair were not injured.

"I've flown jets, but the speed and acceleration of a bobsleigh are second to none. I've never experienced anything like this while flying," said Richard.

More details on the bobsleighbing - and other RN winter sports - at [www.rnwsa.com](http://www.rnwsa.com)



● The ice men runneth... Two of the RN's 2010 Olympics hopefuls race down the Calgary track

## All ready for Atlantic rowing record

FOUR Royal Marines set out to break a 15-year French record this month as they attempt to row the Atlantic in under 35 days and eight hours.

RM reservists Dom Mee, Pete 'Birdy' Bird, Ed James and Tom Rendell are due to leave the Canaries on January 10.

If conditions are favourable then the team, rowing in pairs for 12 hours each a day, expect to arrive in the Caribbean 3,000 miles later around mid-February, hopefully breaking a record set in 1992.

The rowers will burn an estimated 10,000 calories a day (four times the normal rate of an adult male), and raise money with each stroke for the children's charity Barnardo's.

The green berets have been training for the race - known as the 'Blue Riband of ocean rowing' - for the past 18 months, including practice rows from London to Paris via the Thames, Channel and Seine.

The final bout of training involved work on boats, bikes, kayaks and surfboards, as well as time in the gym, before their boat was shipped to La Palma in the run up to Christmas in preparation for the record-breaking attempt.

Dom is a regular in these pages having attempted to row the Pacific and cross the Atlantic in a kite-powered boat.

You can follow the team's progress at [www.dommee.co.uk](http://www.dommee.co.uk)



## Ocean grab life by the balls

AND you thought it was just a Hollywood movie.

No, **dodgeball** is a 'real' sport (well, form of physical exercise) and to prove it, the good folk of HMS Ocean created their own court by lowering the aft aircraft lift slightly.

Twenty-five teams competed in the inaugural dodgeball championships on the helicopter carrier as she returned from West Africa at the end of her Vela deployment.

As the name suggests, the aim is to avoid being struck by balls hurled at you; the team with the last man or woman standing wins.

Perhaps unsurprisingly, the green berets of B Company RM proved the toughest and most agile opponents in the African heat to lift the inaugural trophy.

● Do you ever get the feeling someone's out to get you? A player attempts to avoid a barrage of balls during HMS Ocean's inaugural dodgeball championships

Picture: LA/Phot Ray Jones, HMS Ocean

## US Marines shaken to the Corps

THE US Marine Corps were beaten in their own race by a six-strong team of RN runners on the streets of America's capital.

A winning streak in the USMC Marathon extending almost a decade was extended further thanks to the efforts of RN runners, who held on to the Challenge Cup. It was a close-run thing, however...

Six male RN athletes headed across the Pond, plus three female runners.

Lt Cdr Dai Roberts (current Inter-Service marathon champion) was the first sailor home in 18th place on 2h 34m. He was quickly followed by Cpl Brian Cole (2h 38m - 27th) and PO Pete Waumsley (2h 39m - 29th).

The combined times of the first three runners to cross the line determine who wins the Challenge Cup; the RN won by two minutes.

Defeat was a particular blow for the Americans; this year they employed a professional coach. "It was still all in vain," observed PO(AWT) Waumsley (HMS Raleigh).

The cup has been fought over since 1978, with victories 21-8 in the RN's favour.

The Americans did, however, score a victory in the ladies trophy (which has been going for five years). In a personal best (ascribed, apparently, to her 'super pants'), Lt Zoe Rooke did extremely well to finish in 3h 21m (46th place). PO Heidi Winn (3h 45m) and Lt Cdr Jennifer Jenks (4h 0m) completed the ladies' team.

We shouldn't gloat too much in these pages, however. The Yanks do hold the Warriors Across the Sea trophy, the prize each year for the re-match event between the USMC and RN, run during the Plymouth Half Marathon. There's a chance to snatch the cup back in May.



● Lt John Parker assess his marksmanship during the Household Cup contest at Buckingham Palace

## Shooting in the Palace grounds

ONCE the sport of kings it was perhaps fitting that RN archers contested The Brigade of Guards Household Cup in the grounds of Buckingham Palace.

St Dunstan's - the charity for blind former Servicemen and women - invited the three Armed Forces to compete for the cup, alongside a team mustered by the charity.

The time allowed for the shoot was tight - not helped by a 20-minute delay getting through palace security.

Once the archers drew their bows, however, the competition was fierce with only a few arrows missing their targets and landing in the plush palace lawns.

The handicap-adjusted scores gave the Household Cup to St Dunstan's (5,862 pts); the RN were runners-up on 5,780, with

the Army just four points behind and the RAF (the Per Ardua Archery Society) nudged into fourth on 5,741.

In the individual non-handicap event, soldiers L/Cpl Lee Miller and Reg Press both scored 657. LCH Andrew White took third place with 654, just ahead of the RAF's Sgt Jamie Fowler.

Unusually for Service sports, archery has always encouraged strong association membership by retired personnel and dependants.

The teams contesting the Inter-Service competition comprise four serving members shooting recurve bows, with a parallel competition for association members.

For the Buckingham Palace event, however, the clubs mixed up their membership to provide a team of six to represent their Service.



## Next month



## SPORT



**Descension on Ascension**  
- mid-Atlantic with the Sub Aqua Club



**Shawbury fields forever**  
- training tomorrow's pilots today



**'ello 'Ansome**  
- meet Culdrose's feathered friends

## Plus

**Lyme-light**  
- completing the last of the new RFA landing ships

## And

**Eastern Echo**  
- in Hong Kong with the survey ship



● Punch and duty... An 'in your face' blow from Junior Amateur Boxer of the Year George Groves, watched by Combined Services' boxing coach PO(PT) 'Q' Shillingford

Picture: PO(Phot) Mark Hipkin, DPR(Navy) Whitehall

# Bill joins the biking elite

BILL Callister is the fastest Royal Marine on two wheels, after the **motorcyclist** lapped the world-famous mountain course of the Isle of Man at an average speed of 111.77mph.

Currently deployed with UKLF CSG to Afghanistan, Bill, a native of the Isle of Man and race secretary of the Royal Navy Motorcycle Club, only started racing at the beginning of 2004, defying all preconceived notions in gaining his national licence within two years, allowing him to follow his dream of racing at the Manx Grand Prix.

In 2005 he entered both the newcomers and ultra-lightweight classes on two different bikes, posting average race speeds of 96.87mph and 99.51mph respectively, but dropping from 8th to 21st in the newcomer category after his exhaust fell off three times.

In 2006 he returned, brimming with confidence and riding a different motorcycle.

He prepared well for this year's race, gaining much needed experience at several rounds during the year, including one, the Southern 100, on the international stage.

Piloting his Honda CBR600RR in both the junior and senior races, Bill smashed his previous personal record, posting an average race speed of 109.78mph, and a fastest average lap speed of 111.77mph.

In the senior race, up against a significant number of larger capacity and more powerful machines, Bill raced his way to 23rd place out of a field of 67 finishers, placing him alongside such modern road racing greats as



● Heavy metal thunder... Cpl Bill Callister races around the Isle of Man lanes

Maria Costello and Ian Lougher.

In view of his performance he was awarded a miniature of the senior trophy for his results in both the junior and senior races, an honour given only to those few who finish within ten per cent of the speed of the first place racer.

The Manx GP, the 'little brother' and national version of the famous international level Isle of Man TT, uses the same notoriously difficult, bumpy, twisty and dangerous 37.73-mile mountain circuit held

on public roads, and taken over four laps - a true endurance race for both man and machine, with riders taking the 150-mile race often at speeds well in excess of 160mph.

With a power increase and further development planned, Bill has vowed to return this year.

Every year he sets himself new goals; the corporal insists he will break the 114mph barrier next time.

Continued on page 46

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## Navy and civvies hand in glove

NAVY boxers have clinched a five-year deal with England's top boxers in a bid to promote the sport at grass-roots level.

The RN and RM will work fist-in-fist with the Amateur Boxing Association to develop youth and community boxing across England (where there are an estimated 30,000 fighters training in more than 650 clubs) and at the same time promote the Senior Service and careers on offer.

Commonwealth Games gold medallist Frankie Gavin, Stephen Smith and bronze medallist James 'Chunky' Degale headed to the gym at HMS President, London's Royal Naval Reserve headquarters, to line up with the cream of RN boxing talent and reveal the new deal.

"This is the first time the RN and RM have established links with youth boxing and the ABA, so it is a very exciting development for us," said Capt Chris Alcock.

"It demonstrates our commitment to developing grass roots sport by sponsoring showpiece junior competitions and raising awareness of career opportunities."

**THE BABCOCK TROPHY**  
**ARMY v NAVY**  
**RUGBY MATCH**  
[www.navyrugbyunion.co.uk](http://www.navyrugbyunion.co.uk)

**Saturday 5th May 2007**  
**Twickenham Stadium**  
Gates open 11.45am  
Kick off 3.00pm

**ARMY v NAVY**  
MORE THAN JUST A RUGBY MATCH...

**Kneller Hall:**  
1030hrs Army Women v Royal Navy Women  
1030hrs Army Veterans v Royal Navy Veterans

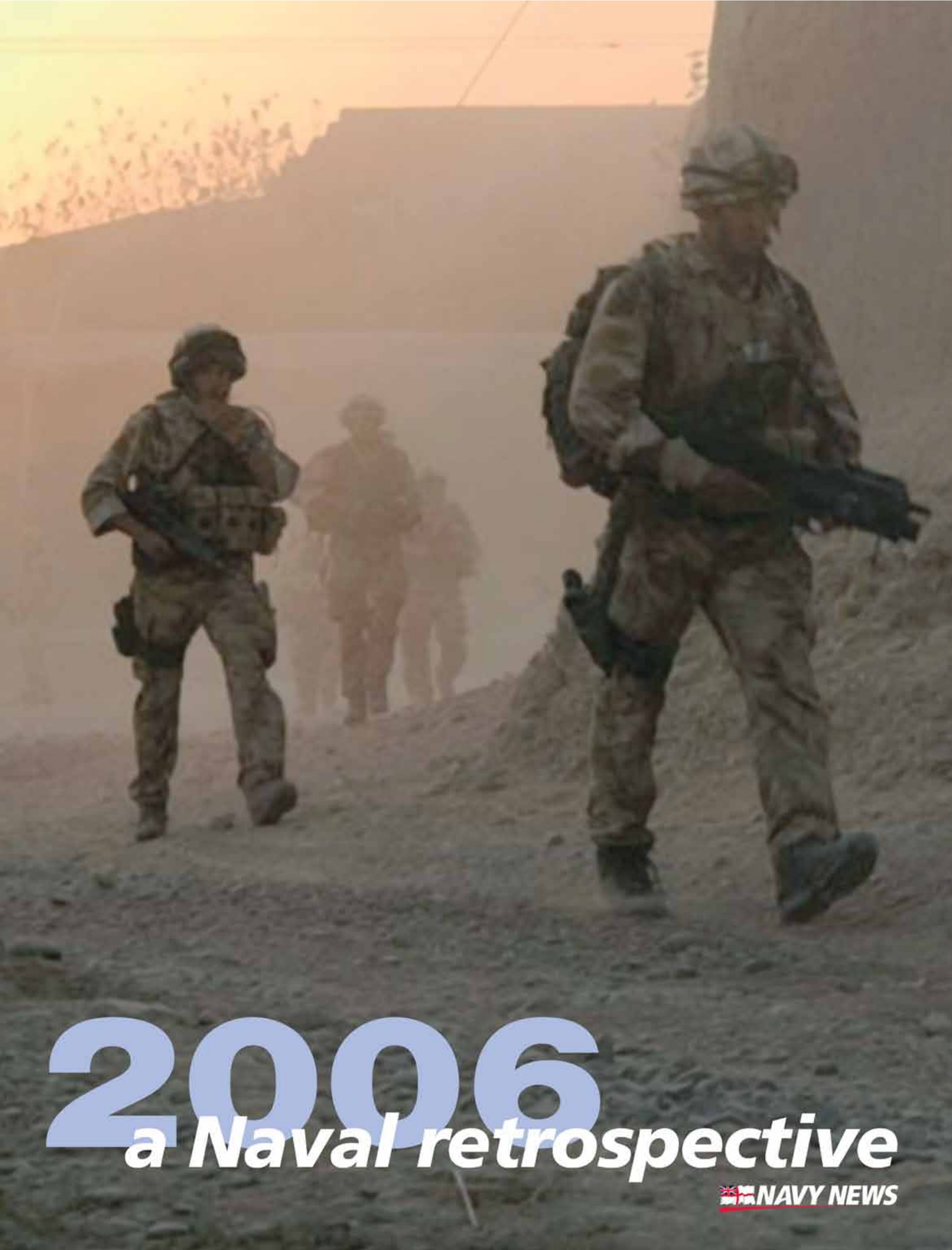
**RFU Main Stadium:**  
1200hrs Combined Services U23s v English Universities U23s  
1330hrs The Daily Telegraph National Emerging Schools Rugby Festival  
1420hrs Band of The Duke of York's Royal Military School Dover  
1500hrs Army v Navy for The Babcock Trophy

**Tickets - Adults £20/£10 Juniors £10 - Discounts for Families & Schools**  
Apply to: The Secretary, Royal Navy Rugby Union, HMS Tenacious, Burnaby Road, Portsmouth PO1 2H8  
Fax: 023 9272 4884 - Group Bookings (20+) Tel: 023 9272 5238 See over for Booking Form

**Booking Hotline - 0870 444 6633 • www.navyrugbyunion.co.uk**







# 2006

*a Naval retrospective*



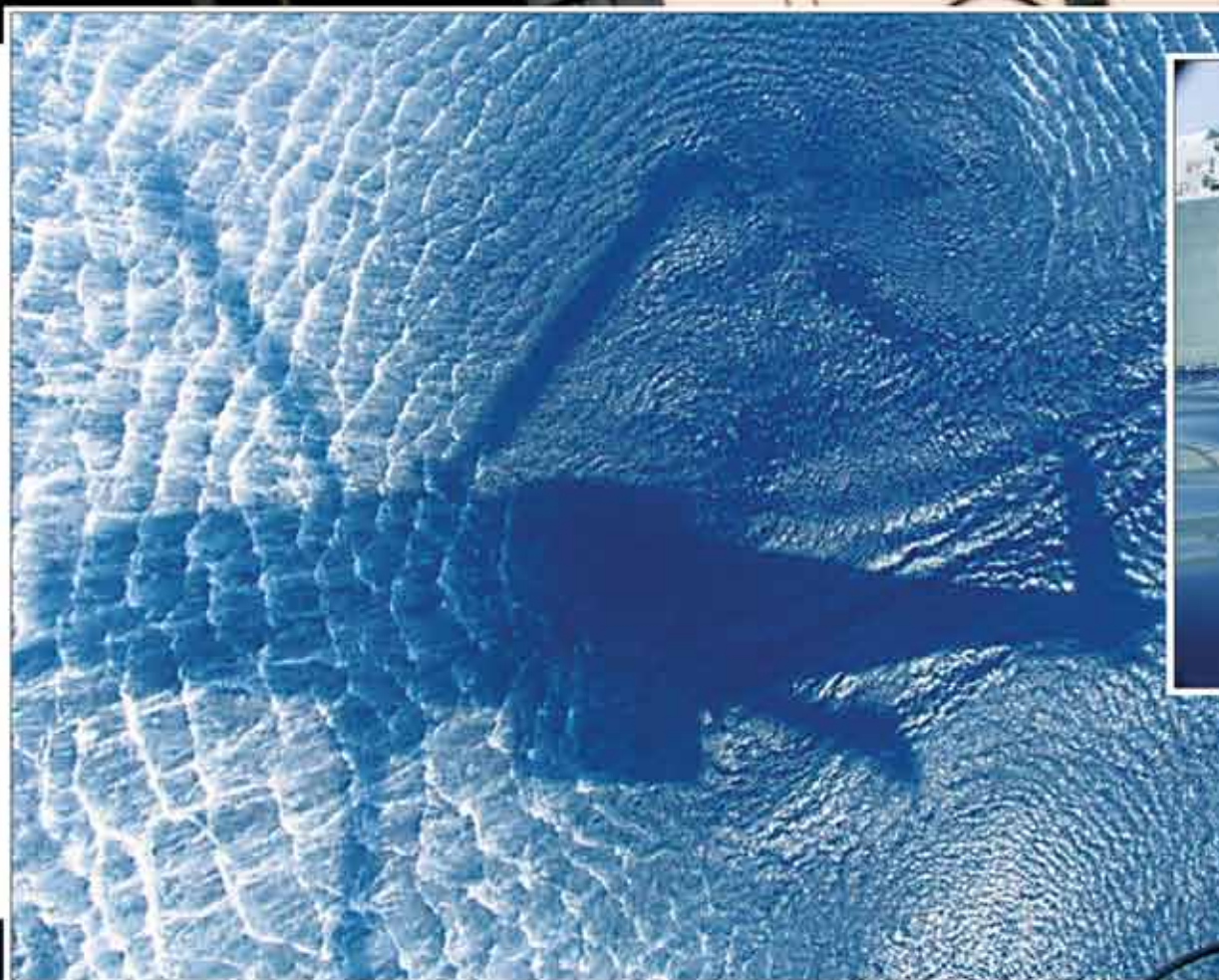
● GR7 Harriers operate from HMS Illustrious during Exercise Aquila06 in the Arabian Sea during April  
Picture: LA(Phot) Mike Handy



● Above: Drummers from the Commando Training Centre Royal Marines Band perform at a Seafarers UK Concert

● Right: The Lynx helicopters of the Black Cats display team perform at RNAS Yeovilton in May, as seen by LA(Phot) Paul A'Barrow

● Below: Sailors from HMS Northumberland take the opportunity to cool off while the ship was heading to the United States in May



● Left: The shadow of HMS Lancaster's Merlin, pictured in April

● Right: LA (Phot) Ray Jones catches Sea Kings from HMS Ocean creating their own version of Bonfire Night off the coast of Africa during Exercise Vela. The aircraft were practising firing decoy flares

● Below: Sea Kings from 845 and 846 NAS leave Yeovilton for the Lebanon in July  
Picture: LA(Phot) Gaz Armes



● Left: The ships of the Hydrographic Surveying Squadron pictured LA(Phot) Dave Husbands in June off Devon

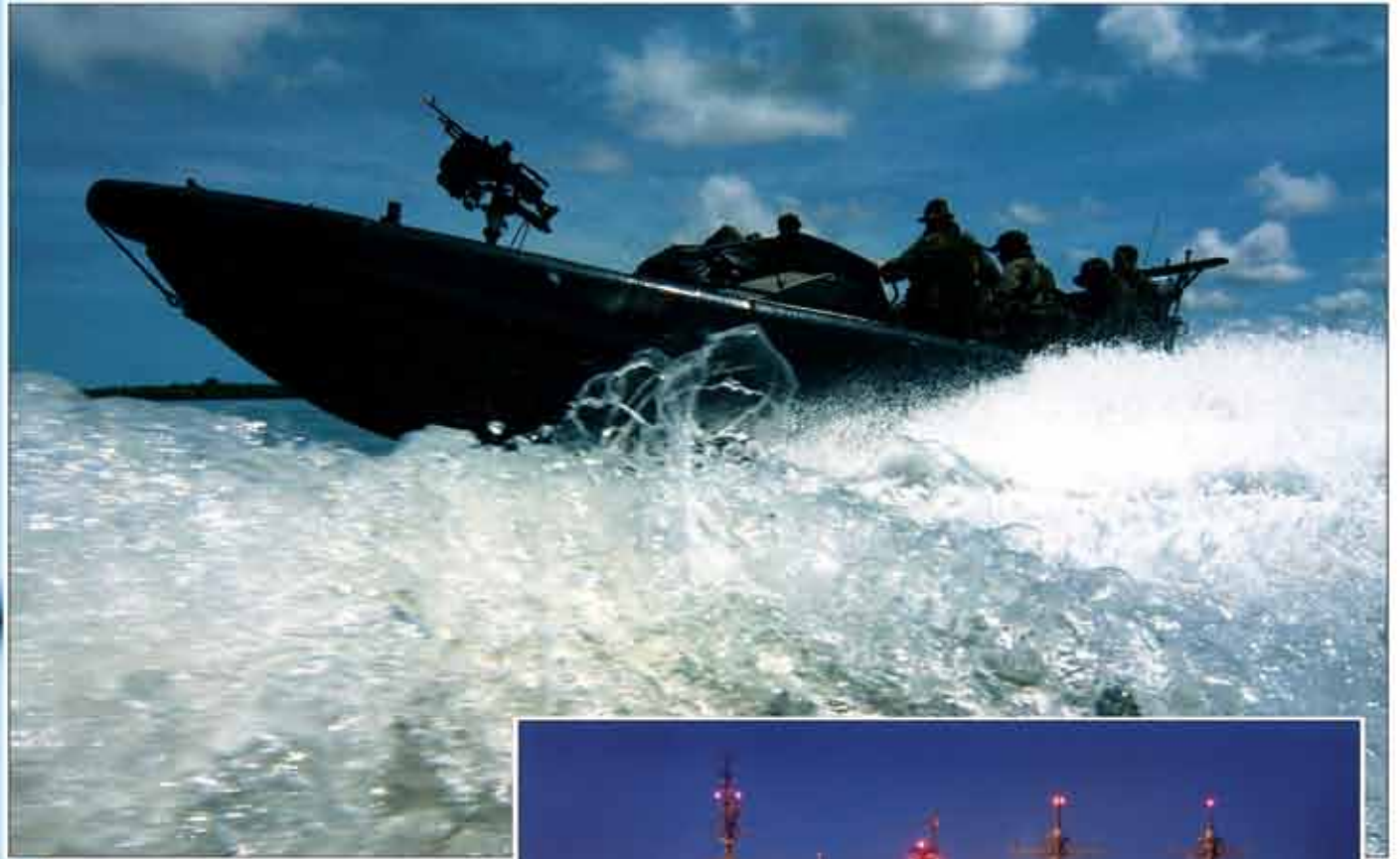
● Front: Royal Marines from 45 Commando's Whiskey Company Group on operation to protect the town of Gereshk in Afghanistan from the Taliban



2006



2006



● Above: Royal Marines sweep ashore in a raiding craft during Exercise Vela off Africa in October  
Picture: LA(Phot) Stubby Stubbens

● Right: WO(Phot) Ian Arthur photographed ships of NATO allies berthed on the Clyde in October before the large-scale Exercise Neptune Warrior off the coast of Scotland



● An officer concentrates on the bridge wing of HMS Liverpool as the Type 42 destroyer comes alongside at East Cove, Mare Harbour in the Falklands in March  
Picture: LA(Phot) Gregg Macready



2006



2006



● Nuclear hunter-killer HMS Spartan sailed from Faslane for the last time in January when the veteran S-boat was decommissioned

Picture: LA(Phot) Brian Douglas (FRPU(N))



● CPO Colin Reynolds flies the flag for the Royal Navy in the Royal Australian Navy Alpine championships in August – CPO Reynolds was on Exercise Long Look

Picture: PO Jon Boast (RAN)



● HMS Montrose on patrol in the Northern Gulf over New Year in 2006

Picture: LA(Phot) Owen King



● HMS Exeter in Norwegian waters in March, as seen by LA(Phot) Ray Jones on board HMS Ocean; both ships were involved in Exercise Cold Response 2006



● Two more departures from the Clyde: PO(Phot) Tam McDonald captures Trident submarine HMS Vanguard heading for trials in March while LA(Phot) JJ Massey was there to record HMS Brocklesby's permanent departure for her new home port of Portsmouth in July (above)



● A dazzling light show was part of the launch party for HMS Clyde in Portsmouth in August

Picture: LA(Phot) Kas Williams (FRPU(E))